

P. Box
350

Log of
Leonidas
of the
Stone Fleet.

CHARLES TABER & CO.,

IMPORTERS

--- AND ---

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NEW BEDFORD.



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CHARTS of all parts of the world visited by Whalemén, (the best assortment for Whalemén, to be
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are prepared to make any description of book to order, with promptness and despatch, and at the
lowest prices.

at 3 P.M. passed New Haven

Sea Island Cotton was introduced by negroes^{to}
from the Island of Barbadoes in 1664 but was
not cultivated to any extent for a Century, the
Cultivation of this Long Staple for Sale was commenced
in South Carolina by a Mr Barden in 1804 although
a Brother in Law named King had sold a single
crop of it 1798 the Father of Mr Barden had
cloathed his Negroes with it Made on the Plantation
as Early as 1778 when all the cotton was separated
from the seed by the hand his plantation was on
St Johns Island South of Charleston from this Isd it
has extended to the Edisto North & South which is
the Most noted for the finest qualities

on Board the Key Stone State

Surgeon J. Oliver Burnett rec'd to pass Examination
of Dock Jacob H. Gotwald takes his ~~place~~ place
A. B. Eldredges asst Engineer keeps No 1210 Thompson
of Philadelphia

Officers of the U.S. Steamer Ship Key Stone State

William E Le Roy

Commander

William M. Gamvile

1st Lieutenant

L Oliver Burnett

Acting Surgeon

Joseph S Stimson

Acting pay Master

Curtis Redman

Act Master

Henry W Hana

do - - do

Deqn

do - - do

Isaac Davis

1st Engineer

A. B. Elders ~~was~~ asst

2 do do

Doran

3 do do

William J. War

3 do do

William Le Roy

Assistant Clerk

Jon Murphy

Act Masters Mate

Charles E Pettit

do do

Jo E Jones

do do

Hon Doane

pay Masters Clerk

Joseph Howland pilot & Acting Master

got my Appointment from Government as

Acting Master Dated at the Navy Department

Washington Feb 15 1862, but to take effect Decmber

23 1861 Gideon Wells. Secretary of the Navy

18. 11. 1844

My dear Mr. May

I have the honor to acknowledge the receipt of your letter of the 11th inst. in relation to the proposed amendment to the Constitution of the State, and in reply to inform you that the same has been forwarded to the proper authorities for their consideration.

I am, Sir, very respectfully,
Your obedient servant,
J. M. May

Journal of the Spring & Summer Cruise in the Schooner Eliza of New Bedford Supplying Light-Houses with Oil & all other Articles that they stand in need of Commenced Loading June 2^d 1853 finished on the 4th Saturday & a crew of ten men viz, Joseph Howland Captain Jonathan Howland Mate, George Howland 2^d Mate Alfred Howland Sub. Number, W. F. S. Parlow. Mechanic Timothy Howland Seaman, Nathaniel Bailey do. Thomas Cummings do. Orin Lovejoy George Brook Cook

Set S from New Bedford June 7th 1853 with a heavy wind from the SW beat down the River & came to anchor to the north of Butters Flats at 11 am & set up head stays. went on shore S. Dr. Howland & 2 men & staid all night stormy night

Wednesday 8th June 1853
Rained until 10 am & then H. & A. up returned on board & got under way at 11 am Light Breeze from the SW at 11 am past the Middle Ledge Boj there 12 hours Ender Sea Current begins

Thursday 9th June 1853 all
this Day fine Pleasant Weather a fine wind from the NW to the ENE we are now at noon

60 Miles to the SW of Montack L House
Lat by Obs 40. 14. have Steered from N by W to
SW. at 7 am were in Sight of the Hamtons port
a Large Ship of 1000 Tons Loaded with Emigrants
bound to Philadelphia

Friday June 10th 1853

begins land with pleasant weather from 3 am until
6.30. foggy then lighted up wind the 24 hours from E by E
to N E by E we have sailed 139 Miles N by S
Lat by Obs 38. 14 & in 23 fathoms water we are
now in the Lat of Assateague L House and sail in
Sight

Saturday 11th June 1853

this Day begins with pleasant weather wind N E
at Noon 15 fathoms water Steering SW by W
at 3 am that is foggy at 7 am 6 fathoms at 8 8 fathoms
brought up SW & soon answered into 7 fathoms & 8 fath
9 am fog lighted up made Cape Henry L House being
N by S 6 Miles at 10 am bore too of Cape Henry
Tent my Boat on shore with a Letter from Government
to Capt Springer to proceed to Norfolk to deliver his
oil to the Collector & return home to St Marys

return on board & sail up to Millborough Spit Light-Vessel
& supplied her with Oil that is filled up up all her
Butts had no repair to make or be Lamp,
and not ascertain how much Oil was consumed
Yearly got through & sail up
to Cha Point - came to anchor abreast of the Wharf -
in 6 fathoms went on Shore & supplied Cha Point -
Comfort L. House got on board at sunset got -
away & sail up 2 miles to the Southward of Sands
Point - came to anchor with a large fleet of
Coasters bound North foggy at 10 PM.

Sunday 12th June 1853

fine pleasant weather Wind ESE

Monday 13 June 53 got away May Early
& sail up Craney Head Light-Vessel & supplied
her & then went up in my small Boat to Chiswell
See the Superint of this District - Lieut. Penick which
informed me of one Light-Boat inside of Keages Straits
has a light on the great fishing Establishment - Curved
Point-Light - return on board at 2 PM got away
May & sail down to Cha Point - Comfort - went
on Shore & left a letter for Miss Boothe & son

Articles for Millaughby Apt Light Vessel returned
on board & sailed out to up abreast of Back river
point L House & anchored in 3 fathoms the Light House
bearing W 2 Miles Distance fine pleasant weather
Mund 98 -

Tuesday 14th June 1853

fine pleasant weather all this Day went on Shore
& supplied Back River Point L House & returned on
Board at 9 am weighed anchor & sailed for Cape Charles
but the wind hauled to Eastward & square away for
New Point Comfort & in standing to over the shoal
which broke of from the shore ran aground nearly high
water quite smooth high water about 2.30 PM
Went on Shore & supplied New Point Comfort L House
returned on Board at sunset

Wednesday 15 June 53

first part of the Day heavy moderate wind of the SW
until 1 PM then began to freshen up renewed cutter and
& sent his Boat with 3 men to our Assistance & had
leave the Schooner of & sailed round to northward & westward
of the Point Shoal & began to anchor in 3 fathoms L House
bearing E by S Blowing heavy fresh.

June 16th 1853

first part of this Day quite Moderate got under way
& beat round the point Shoal & came to Anchor short on
board of it where our small barge & Midge Anchor was left
& bayed home them up & sailed for the Wolf Trap Light
Keckell & Supplied her then Blowing from South came to
Anchor & while supplying the Schooner struck a reef
& the coast not exactly finish all the Supplies that
were wanting got on board & sailed for Little Watts
Island Blowing heavy but before we were abreast
of Wendell Point Light Keckell wind began to moder-
ate & put away for the Light Keckell calculating to Anchor
next to her & wait until morning but when passing
short on board of her found a heavy sea on & so put
to to the square away for Little Watts Island & there
& arrived & came to Anchor 4 miles to NE by N from
the Bar bay & ESE from the L^t & SSE from the Fall grove
of Pine Trees on the N End of Great Watts Island in
3 1/4 fathoms Water at 7 PM

June 17th 53

Blowing heavy all Day & squally thunder lightning
& rain supplied this forenoon Little Watts Island Light

House got through at 1 PM put on 11 Prop burners
the remainder of the day blowing heavy from the
Southward. Sat 18 June got away way early
this morning from Little Water Hard Wind from the
Westward. Noon nearly calm at 1 bore from SE
at 6.30 PM came to Anchor of Smith Point Light
Vessel went to supplied her with Oil and other article
She has two Lamps 3 Burners each. Left her 271 gal
Spring Oil to 32. gal on hand 303. gal now on hand
at 8.30 weighed Anchor & sailed up to Pinery Point to
come to Anchor at Midnight

Sunday 19 June fine pleasant weather
at Pinery Point

Sunday 20 June 53

went on shore early this morning to supply Pinery
Point at 9 am returned on board got under way
for Blackstone Hard & House & came to Anchor
on Light House bearing the E by N 1/2 mile distant. Went
on shore & supplied it. it is an easy light to supply got
through at 8.30 PM & sailed for the Lower Cedar Light
Vessel arrived at 10 PM. anchored close on board of her

Cedar Point - Light (beacon)

Tuesday 21st June 53, 1 Lamp 12 weeks
supplied this Light (beacon) Early this Morning. She
lies on the west side of the Channel in Sailing off the river
When the Light (beacon) bears N. by W. you can run for her
soon. Supplied her & got under way & sailed up to the
Upper Cedar Point Light (beacon) which lies on the
Starboard hand going up. Came to anchor one half
miles below her & went up with our Boats & supplied
there is one Lamp with Six Burners, Thomas A. Burgess.
Keeper Left 264 Gall Spring Oil & 26 on hand got through
at 3 PM returned on board got under way & sailed back
& at Sunset passed the Lower Cedar Point Light (beacon) at
Midnight - kept Piney Point Light House

Wednesday 22nd

Clear weather (wind) to the Southward at 2 am
Came to anchor. 3 miles to the N. W. of Smith point
Light House went on shore early & supplied it
a dirty lantern & apparatus likewise & a leaky lantern
returned on board & sailed up to Point Lookout supplied
that then sailed over the Bay to Throgs Point Light House
& came to anchor at 10 PM in 24 fathoms Light bearing
SSE 2 miles

23

Thursday Morning 23rd June 1853
Went on Shore Early this Morning & Supplied the
LH returned on board at 2 PM & then started
again with our Supplies for James Hand Light being
10 miles (Distant) arrived there just before Sunset gave
them our Supplies & left after dark appearance of
a Squall began to lighten Mind to the Westward and
at the N End of Jags Point LHouse & took a Squall
& a change of Wind to the NNE & just made out
to fetch the Schooner blowing Heavy at 11 PM
Glad to get on board

24

Friday 24th June
first Part of the Day blowing Heavy from the NW
got under way from Jags Point LH at Noon
beat out of the Shaghts & sailed up to Hoopers
Harbour Light Boat arrived at 4 PM came to anchor
to the North of her 200 Yards in 2 1/4 fathoms went
on board & Supplied her got under way & sailed
up 3 miles & came to anchor in 4 fathoms at Sunset
June 25 1853

Left the Schooner Early this Morning with
our Supplies for Clay Hand LHouse arrived

There at 9 am got through Son & returned on board
at 1 PM & nearly calm at 4 PM fresh Breeze
Sprang up from the South got under way for
Cove Point & House at 9 PM came on to blow
Heavy from the South, ran into the Patuxent
River & came to anchor in the Harbour where were
Sixty Sail of vessels lying

Sunday June 26th 1853
fine Delightful pleasant Day. Went to
the Eastward at Sunrise nearly all the fleet
under way Several remaining home which
Capt Linnick of N. Beaford is Master of came on
board

Monday June 27th 1853
got under way for Cove Point & House
arrived there at 7 am Went on Shore & supplied the
Light House blowing Heavy from NWSW Son
finished & weighed anchor & sailed for Thomas Point
Light House then to pop Shapps Head blowing
Heavy. Stopped & supplied Thomas Point & then sailed
up to Annapolis & supplied Greenbury Point Light House

We have supplied three L Houses this Day
Tuesday June 28th 1853

got under way Early this Morning & Sailed up to the
Bodkin Point L.H. is abreast of it - & supplied it
got under way to Sailed up the Bay to supply
Pool Hand L House went back ahead & Sailed back
to North Point & came to Anchor to the Westward
of the Eastern L.H. & supplied the Western L House
Not water sufficient to go to the Eastern L House.

Wednesday June 29th 53

finished supplying 4 Point Light Houses & then
got under way & Sailed up the Bay & supplied Pool
Hand L.H. fell in with the Inspector of this District
Lieut Pennie in his Schooner removing & putting down
new bags returned on board at 6 PM here up Anchor
& Sailed up to Turkey Point & came to Anchor
at Midnight) 30 June 53

Went on Shore to Turkey point this Morning with
our Supplies had the Cir Justice paid two Dollars to
Mrs Lister. got through & Sailed up to within one &
half mile of the fishing Battery L House & came to
Anchor went up & supplied it this is a new Light House

Hatcham back went on Shore at the point & got as many
Black Cherries as we wanted

July 1th 1853

fine pleasant Weather went up to Concord Point
Point & Supplied the L. House. & Returned back
at 4 PM got under way & sailed Down
to Turkey point & came to Anchor for the
night

July 2nd got under way this Morning
& sailed Down the Bay & Supplied the Laxenta
Light House sailed up to the City of Baltimore
& came to Anchor of Fells point at 4 PM so ends
this Day

Names of the Ships of the Stone Fleet. & Crews

Courier	Capt. ⁿ	Israel Braton
Granier Henrieta	"	Michael Conistee
Leonidas	"	Joseph Houlston
L E Richmond	"	Maloy
Herald	"	A. A. Gifford
American	"	W. A. Beard
Amazon	"	J. Swift
Cossack	"	Childs
Harvest	"	Taylor
Maria Thirsa	"	Bailey
Potomac	"	B. Town
Kennington	"	B. W. Litten
Reuben Simon	"	Willis
Guthard	"	Woodney French
South America	"	Chadwick
Archer	"	W. Otte

Journal of a Voyage on board of the Bark.
Leonidas Cargo consisting of 200 ^{tons} of Stone to Sail
in Company with fifteen other Ships & Barks loaded
with Stone all recently purchased & owned by the government
of the U States. on the Federal Government & bound
for some Southern blockading port with sealed orders
to be opened when out of sight of Land on Wednesday
Nov 20th a fresh wind from the North & Cloudy appearance of
a Storm at 7.30 Am weighed Anchor & Sail'd out of the Harbour
of New Bedford and quite a Snow Storm for a short time
Salutes fired from Fort Taber as we passed & likewise from the
Reveries Cutter which accompanied us out of the Bay & left
us at Noon took our Dep from Gayhead bearing E & Miles
Direct steering S.W. by S. Sailing 6 Miles per hour at 4 PM
Comedore French was the stem Ship & made some strange
maneuvers several Ships that was the nearest to him however
but soon fell away & kept their course & the comedore
after them & appears the slowest Sailer in the fleet. the
Night Scattered & Separated Nearly All the fleet a very
pleasant Clear Night Day Light came 21th Nov only
five Sail in sight at Noon Lat by Obs 39.01 S. Long 132.00 W
12 Ships in sight western except 2 American Capt Beard &
Asmiron & Swift which are near us

Thursday 22nd Nov 1861

this Day commences with fine delightful weather fresh wind
from the N & quite a heavy swell from E & S sailing 5 1/4
Miles per Hour at 4 PM ^{Spoke} the American Capt. Berra, Lost
Sight of. Several Ships astern the ^{night} very pleasant in sight
of 6 Lights from different Ships all night at Sunrise
10 Ships in Sight some we could just discern astern the
Leonidas the third from the Head Ship, the Amazon
Herald are 2 Miles ahead of us American half a mile on
our Star. a large Ship past astern on board of us told us
told that we were bound South Noon fine pleasant
Weather heavy swell from E & S the Leonidas behave
nicely remarkable Easy no hard Rooking or Slattling
although we have had a remarkable pleasant Pass of
this far one Large Steamer past at Noon 9 Miles East
of us bound South Lat by Obs 36. 49. Long 74. 15
Chronometer time

Sat ~~Friday~~ Nov-23 begins with fine pleasant weather
all sail set wind N E by N Steering S W by S & Sail in
Sight of our fleet at 5 PM. the Captain of the Herald spoke
us & wished to keep company through the night only two Ships ahead
the American & Amazon at midnight nearly Calm with a

heavy swell from E & E heavy puffs & then calm
at 2 AM began to breeze from the South & passing
clouds at 4 PM stiff breeze at 7 AM appearance of a
gale lost up the topsails Reef Fore sail handed jib
began to Rain & Blow Heavy with looking clouds
at 11 AM stiff Raining Clouds began to Break away
at noon 5 Ships in sight 4 on our lee one of them
bore too & in Ship's head about 5 Miles Wind
WSW & quite moderate Lat 36.30 - Long 74 -

Monday 24 Decr 1861 this Day begins with fresh
breeze from W & W heading up SW under 8 point
weather at 9 PM heavy shower of Rain & quite a Squall
after it soon passed off then a stiff breeze the remainder
of the night with lost Reef topsails at 7 AM 3 of our
fleet in sight standing South could just see them of
Deck on our Lee bow from 7 to noon Light winds
& variable real Gulf weather at noon 1st Reef out
Lat by Obs 36.43 : Long 72.45 & in the Gulf Stream
& when the Remainder of the fleet is far not known

Monday 25 November 1861

This Day begins with pleasant weather & flattering winds
variable standing SSW 3 Ships on our Lee Bow Standing
to the NW a 1 PM tack'd Ship to NW at 3 PM ran close
under the Stern of the Courier & Spoke her got his Log at 2 PM
72.40 then Spoke the Herald Log 73.09 Leonidas Log
72.45. at 4.30 took in Light-Sails at 7 Courier Close-Reef
Singled Reefs our Sails blowing quite Heavy heading up
NW at Midnight the Herald ran under our Stern & said
that the Courier was leaky & Capt Braton wished that he
would keep company with him & that the Courier had
tack'd Ship to the SW & we wore Ship at the same time
after the Herald the last we saw of the Couriers Light
was a long Distance of our Lee quarter at 3 AM Close-Reef
the Topsails blowing Heavy the bolt of the Main Stay on the
bow broke put a four fold tackle until Daylight
the sawed it the Herald 6 Miles under our Lee the only
Ship in sight at 11 AM Set foresail Lat 36.50 near
as our altitude would San being rather obscure throwed
overboard Several tons of Stone from out of between Decks
foreward so ended this Day, Entered the Gulf Stream 9.30

Thursday 26 Nov⁶¹ this has been a laborious Day
work for Ship & Sailors on account of Wind &
weather at 11 PM lost sight of the Herald light-
house the Mainsail & Fore Sail made fast
blowing fresh from 8 am to Noon Tremendous
squalls of hail & Rain we have been steering from
SW by S to S by W we are now in the Gulf Stream
& a heavy sea on & labours quite hard heave but little
we are now under Close Reef Topsails & Reef Foresail
Main Sail & Fore Sail Long by Chron 7150
Lat 36.05 - 180 Miles ENE from Cape Hatteras

Wednesday 27 Nov 1861

first part of this heavy weather Windy N W by W under
Close Reef Topsails & Reef Foresail heading up WSW

Midnight more moderate in sight of the Herald
Light nearly all night at 7 am let Reefs out at 8 am
Herald spoke us winds Light & a Sail on our
weather quarter & on our lee Bow at 10 pm saw a
Large steam Ship by her low Rig but no smoke stock to be
seen at 11 am lowered my Boat & went on board of Capt
Gifford & Dina with Miss Garin on board until 1 pm

I returned on board fine Delightfull weather & a
Smooth Sea Lat by Obs 35.07 Long by Chr 73.13
the Bark astern with Main Royal set I suppose is our
Comodore R French, we are now to the Southward of the
Gulf Stream

Thurs day 28 Nov begins with fine Delightfull
weather & a Smooth Sea Windy SW by W at 3 PM took ship
with ^{the} Herald & stood to N.W & fell in with 5 Schoke Capt
French had were ship standing on our Coarcs at 7 PM
Came on to How Reef our sails took in our Light sails
Midnight blowing fresh Ships Lights in sight astern at 3 am
Lost sight of them were ship & Run. E by S 4 Miles could not see
the Ships nor Lights hauld up by the Wind to SW Day
Came no Ships in sight stiff Breezes but kept Moravatory
Down to a Calm at noon & peeping Clouds & in the South
ern Edge of the Gulf Stream we have sailed to the Southward
& Northward & have only made 14 Miles Diff. Lat of 21 Diff
of Long Lat Obs 34.53 Long 73.19 by Chronom

Friday 29th Nov 1861

this Day begins with a Calm & passing Clouds & Rolling & Tumbling untill 2 PM Little breeze sprang up from the Southward at 3 a Jack Ship to the west at 4 a appearance of a Spilly Night Let Reefs out at Midnight Close Reefs the Topsails blowing Heavy Steering NW by W at 8 AM Reefs Main & Foresails wind increasing one Sail in sight on our weather Quarter Standing in at past ahead of us proved to be hemosphrodite Brig. it is now blowing Heavy Lat by Obs 35 56. 74 10 Long Pleasant Weather, Leonidays is a Bonny Sea Boat an easy Ship at Sea no Sea has come on Board in all our rough Weather thus ends the Day

Saturday 30 begins with heavy winds from S by W & pleasant overhead we are under Close Reefs Topsails & Reef Foresail heading in NW at PM got an altitude & worked up the Chronometer found our Long 74 16 Lat. 36 01 at 4 AM Set a Reef Mainsail we are now 100 Miles from Cape Charles bearing NW 60 Miles from Bodies Lt at 9 took in Mainsail & Fore Topsail blowing Heavy Sounded in 25 fathoms at Midnight blowing fresh

heading up N by N Making her Course N by W
1 mile per Hour Lightning Through the Night at 3 PM
17 fathoms at 7.30 AM took a heavy Squall from NW
got everything snug before it struck us heavy sea
from the SE was compelled to carry Easy sail until it
had fallen the Set-Ast-Keel Fore Topsail Blowing
Heavy Sun Obscure at Noon

Sunday 1st December 1861
these 24 Hours begins with Heavy Winds from
NW a high Sea Sky overcast Steering S by S Sailing
6 miles per Hour under Close Reef Topsails & Reef Foreail
at 2 PM weather more mild Broken Clouds Sun begins
to show herself I now Judge myself 10 miles from Nag's Head
by Reeking (bent on Deck & Sailors sang out Land
on the Starboard bow Soon found as we approach the Land
that was Nag's Head with a large Number of Buildings there
it has got to be a celebrated & Carina Watering Place
we are now at 4 PM 8 miles to Bonia Island Light House
& 46 to the End of Kutteragh Shoal at 5 1/2 do past where the
Lighthouse be see nothing of it at 9 past. Whimble Shoal

Midnight Light Binas & hauled to NE at 3 am
past Hatteras Shoals & Steady NW-SW more wind
& we went weather at noon from 3 knot Breeze
heading up W by S & as smooth as a mill pond soon
heard a rushing on the water it was windy it struck
heavy & brought us down from Light-Sail to Double
Reefed Topsails at noon Lat by Ob 34.48 Long 76.00
The Day. Ends in fine Pleasant—

Monday December 2 1861

This Day begins with fine Pleasant—with a stiff
Breeze from SSW, heading up West at 2 PM made
Land on our lee bow at 4:00 tacked Ship to SE
in 10 fathoms 6 miles from Cedar Inlet half the
Distance from Ocrake Inlet to Cape Lookout—
the Cape Shoal bearing SSW 23 miles Distance at
6:00 tacked Ship in Thore at 8 hove about & stood of
Light Vessels SSW Light & Hatteras the Remainder
at 7 am first sight of Cape Out 2nd Light House
a new one has been built & the old Tower is still
standing they were bearing NW by W by W—at noon
119 fathoms of the End of the Shoal Steady

from which I take my Departure wind N.E
& Raining —

~~Yesterday~~ Remarks on Board Tuesday 3 Decr

These 24 hours begins with Light-winds
from N.E & Rainy with All Sail Set Steering S.W
at 1 P.M. 18 fathoms from 2 untill 5 P.M. Calm w/9
Thunder & Sharps Lightning took in All of our Sails clewed
down the Topsails Hauld up the Courses & prepared for the
worst at 10 a heavy Wind from N.E at 11 Cald All hands
brought keepe the Topsails furth the Mainsail blowing heavy
Steering S.W. at Midnight Tremendous Squalls, with Rain
& Lightning & a heavy Sea on how-beautifull she plays
over them none has boarded we are now a-Landing under
the Main & Fore Topsails Close-Reefed at Daylight the
Gale continues with Scotch Mist at 9 Am began to lighten
a little at 11 we set Foresail at Noon got a peep at the Sun
& altitude found we were in Latitude 32.55 & in
the Edge of the Gulf Stream Still blowing Heavy from N.E
More pleasant overhead hauled in Wyls so ends this Day.

Remarks on Board Wednesday December 4th 1861
begins with ^{at 11} Gale from S by E & pleasant overhead
at 2 PM more ~~calm~~ Set Mainsail & Keel Out Main
Gopsail & set Jib Steering W at 5.30 Sounded in 22
fathoms Charleston bearing W by S 69 Miles Dist at 7 PM
Sounded in 14 fathoms Kept of WSW at Midnight 14
at 1 AM a large Steamer ^{ship} passed a Short-Distant ahead our
Bow Steering SE pleasant weather & a Smooth Sea
at 7 AM Made Land 20 Miles South of Charleston
at 9 AM Made the blockading flat to the N.E of port
Royal & several small vessels with them Some of our
Beaford) Ships a few Miles ahead of us at Moore came
in over Savannah Bar & the Ships that Arrived at the Bar the
Day previous was the following viz. L. C. Richmond, Archer,
Hearvat, Maria Morsey, Rebecca Sims, South America
Kingsister, we were the first that came in over, there is
now not arrived, Nonin Fight, Courier, Francis Henrieta,
Herald, American, Amazon, Corsack, Garland).

) the Potomack came in yesterday the Day after us
the afternoon at 4 PM I went on Board the Savannah
Ship of War with My papers to Report at the Same time
there was the Ship Phoenix a Shore on the South side

of the Channel about a Mile within South Breaker
& the Capt of the Ship Arrive on Board of the Savannah
& Reported that the Ships Rudder was gone caving broken
up & all hands pumping to keep her free, the Commodore gave
Me a Chart of ^{the} Bar on a Large Scale & Wished that I would
go on Board the Steam Ship Pocahontas to Assist the Capt
in getting her off & piloting her into her proper Anchorage
(My Boat let Me on Board) we then Ran down to Winward
of the Ship let go anchor in the Mean time Night had come
the 2^d Ship Ran a Shore the third came in seeing these Lights
took them to be Ships Lights in the Channel ran past to Leeward
of us & attempted to course Ship & Ran on the Shoal Coast on
board of us kept Drifting to Leeward with Not render him
any assistance we then ran a large hawser to the lost rudder
Ship got her off into Deeper Water but ten Extra Men on board
to Assist the Crew in pumping to keep her free, So ends the Day
Lay by the Ship.

Thursday 5th 1861

All this Day Moderate Wind from N E & pleasant weather
on Board Steam Ship Pocahontas Laying 3 Miles S E & E
from Savannah Light House Tower which the Sec^y ~~at~~

Set fire on Tuesday Night & burnt the inside all out
 to keep our Officers from having a tower to observe the
 proceedings, when Morning appeared got a line to the Ship
 & towed her up to & ran her on Tybee Beach abreast of the
 Tower. we left her & proceed out again outside of the
 Bar the Capt of the Steam Ship put me on Board of
 Ship to make Capt Brown by My Request got her under
 & piloted her into port & anchored among the fleet—
 in the Mean time the South America Capt Chadwick
 was in distress in consequence of Striking Several times on
 the End of the South Breaker & knocked of his false
 keel & leaking Badly the Steamer when I left her we
 bore away for the South America got Near when a
 Signal was Made for the Steamer to Return back
 Consequently Capt Chadwick got No Assistance at
 at her past 3 PM we came to Anchor with the Schooner
 Capt Willis wished I would go with him & boats Crew
 & Mine & go out five miles to the South America & for me
 to pilot her into port we arrived on Board Ten half an
 hour high no greatfull Capt Chadwick was to see
 us got the Ship under way made all sail & full of steam
 soon see the Steamer coming to visit us back Ship &

in with the Steamer told us to come to Anchor & she
would Lay by her all night & in the Morning he would
tow us in to port we did so Midnight fine pleasant
weather, the South America while laying to Anchor parted
her best Power Chain Cable & lost her another a poor
Miserable Chain. & which caused her to Drift on the SE
end of the South Breaker & sustain damage
to end the Day

Friday^{6th} begins & ends in fine pleasant weather
at Day Light bore Short took the Steamer Hawes
got under way & towed her into port none of our
Remaining 6 Ships has appeared to Day the Commodore
hoisted a Signal & fired a Cannon which was a
Signal for all the Captains of the fleet to come on
Board we did so & all arrived the Captain took down
all the names of the Ships & condition & then told us
that we all had to go to back to port Royal & those
Ships that were leaky would be towed there & the Ships
in good order would be towed out over the Bar & then would
make their way to Port Royal & would start on the
Following Morning a Steam Ship has just arrived which

will take the St. London Ship in Tow -

Saturday this Day begins with pleasant weather
wind N.E. & a heavy swell heaving in from
the Eastward at 7 Am a Steamer got under way
took tow to a Ship belonging to St. London & towed her
out & up to Port Royal & returned back about sunset
at 1 PM a ^{Ship} was in sight coming from the Eastward
which proved to be the American Capt Beard's Boat
started off from the nearest Ship & arrived on
Board just in time to save the Ship from total
Loss she was running direct upon the outside of the
North Breaker a Steam Ship was ordered out to tow
her to Port Royal the Steam Ship Catarbas arrived at
2 PM from Port Royal with 48th German Regiment
of 500 part of them were landed with Baggage &c
Likewise one of the Gunboats arrived to tow in
the Stone Fleet to Port Royal

Sunday December 8th 1861

All this Day fine Delightfull weather at
8 am orders were Issued from the Commander of
the Sloop of War Savannah for the Whale Boats
& crews of Each of the Stone fleet Ships to assist in
the embarking of Troops & Baggage & Horses by hoisting
them out & lowering them into the River & with the Stone
Made fast to the Boat by a line guided them to the Beach
at 12 Clock the South America Capt Chadwick Ship was
Run on the Shore with another Ship from N York &
New London Ship Phoenix which had lost her Rudder was
run on Shore 3 Days abreast of the Light these three Ships
were to Make a Break water for a safe landing of
Munitions of War all the Rest of the Day was occupied
in unloading from the Steam Boat Catorbaw carrying
them on Shore in Boats one of our fleet was towed to Port
Royal to Day & 3 Sail in sight Supposed to be some of our
wiping fleet Myself went on Shore & up to the 2 Hour
it was a Sad Sight to behold the whole of the Inside burnt
out wall of Tower Cracked badly windows all broke in Tower
& Lantern Dwelling & out Houses not destroyed went on to
the Camp Ground which our Soldiers are now erecting there

It appears that there had been a large encampment of Georgians here but a short time past - & appears that ^{they} had left very suddenly for there is a large quantity of Lumber on the encampment - likewise many Cannon Mounted the Steamers are coming & going to & from Fort Pulaski we are lying about 4 miles from it

Monday 9th

all this Day Light - Winds & Calms & Ships of our fleet were towed out to sea & to Port Royal & Six remaining in port - Orders came at 8 Clock AM from the Commodore that must get under way & that the fleet must follow me out - I obeyed but the wind being Light & became Calm was compelled to but a short distance four - Starting place Middle of this Afternoon a very Large Steamer came Down Cockspar Channel & around the Lower end of the Island & up the Main Channel & returned back 2 Ships in the offing Seas Calm Night - Not a Cloud to be seen

Tuesday December 10th 1861

All this Day fine pleasant weather from Huangid
untill 1 PM Light airs from WSW & Calm Steam Ship
Pocahontas towed out over the Bar this forenoon 2 Ships
Kingsinton. Maria Theresa. & left them to Anchor
Being Calm. the Archer was towed by the Transport
Steam Ship Caterbur to port Royal seven Sail of
Ships of our fleet was in sight to Day. the Pocahontas
towed us over the Bar & left us at 4 PM light Breeze
at S E by S after casting of from the Steamer Light
on Tybe bearing 11 by N by E & the Savannah Frigate
bearing N by W we then stood at E by E with 3 knot
& came to Anchor at 5.30 PM Milton Head bearing
about N. by W & in 84 fathoms with a light airs
from S E. & shall be oblig'd to lay here untill Day ^{sight} have
been treated very politely since I have been here
Especially by the Capt & Officers of the Pocahontas. I went
on board of her after passing the Bar to bid them Good
by, capt wishd that I would get an appointment for
his Ship & Return back, why is it that I come into
favour with Strangers that I never se before & are
so friendly towards me, thus far we have ~~been~~ ~~much~~

~~We have~~ been preserved & protected by our Heavenly
Further while on the great Ocean of time & has brought
us safely to our port of Destination as we supposed we ^{have}
been to anchor there for a number of Days & now laying
here at Sea & bound to port Royal where the Navy
Fleet are laying & nearly all the Stone Fleet ~~are~~ have
Arrived

Wednesday 11th all this Day Remarkable pleasant
Warm weather Light Air all round the ~~Round the~~
Compass. at 6.30 Am weighed Anchor & Sailed for the
Harbour of Port Royal. Hilton Head bearing N by
W 1/2 W at 7 am a Large Steam Ship past us full of
Troops bound in several others around 7 Ships ahead
of us & to anchor 2 Miles outside Hilton Head & 2 under
full Sail Bound in which was towed out from Cybee yesterday
forenoon at 9 am Cross the Bar I should judge it was 5
Miles from Hilton Head one of the 5 Ships that went ⁱⁿ
~~is~~ the Garland Capt French & was the last of the
Granite Fleet that arrived there is only one of London
Ship missing to make the number 25. We came into
port at noon & sailed through a larger Fleet of many

of All descriptions from a Steam Frigate down to
a Small Gun Boat Likewise Transports brigs &
Schooners probably 60 Sail a Sight to look at we are
lying between 2 Batterys a mile from each & in 7 fathoms
of Water our Ships lie above the Mass of War & are scattered
around within a Circle of 10 mile in the course of the
afternoon went on board of the Commodore Ship the
Wabash & had short interview with him I may
get a berth on board of some Ship & as a pilot he took
My Name Down & said that he would see me again
this is a Commodious harbour it would contain a thousand
Sail of Line of Battle Ships & of course a great Naval
Depot this Evening Capt Camishey & Capt Braton
took tea on Board. & spent the Evening how our
Ships will be Disposed of I cannot say we shall
know in the course of a week Several may be sent
to Charleston & some to the Southward of Savannah

Thursday 12th pleasant warm weather
untill 6 pm wind came suddenly to W & E & a great
change in the weather from heat to cold an English Ship
calculating to Run the Blockade & was captured by one of our

Boats she had a loaded Cargo.

Friday 13 December 1861

all the Day blowing Heavy from N.E. & cold weather
in the afternoon went on shore at Hilton Head
got a pass went into Fort Mifflin the Rebel Fort viewed
the Dimounted Cannon the Broken Gun Carriages.
took a stroll over the Camp Ground & Tents erected
for Soldiers as far as the ^{Eye} could Extend South & likewise
to the West & a fine Level parade Ground of hundreds
of acres Large Bodies of Soldiers Exercising bands of
Music this is a Great encampment probably 10,000
Soldiers in it & Guards Stationed all over the Island
a great number of Horse Teams Drawing Logs to build
Wharfs Everything in motion

Saturday 14 pleasant Weather till Day first part
Light winds later part calm went over on the N side
& visited the interior of Fort Beaupre. Now changed
to Fort Sewall & contains 18 Heavy Guns the
Columbiad weighs 13,226 ^{Each} lbs 10 Inch bore 8-32 pounders
3-42 pounders one of the Great Guns bursted - this fort
was commenced last December & finished in July
wrote a Letter to Wm. G. Russell

Sunday 15th Decr. 1861

a fine pleasant Day light - air of variable
after Breakfast Mr Dunlap Mr 2^d Mate & Bouto Crew
left our Ship Rowed Seven miles up a narrow River to
Dr Jenkins plantation with a Large Elegant House
well furnished with a piano Fort & 4 Large portraits of the
Dobbs family there is a post at this plantation to protect the
property a Large Quantity ^{Cotton} Not Ginned - I see only 2 Bags of Cotton
that was packed a quantity (one) been taken of the Island by our
Host, this Island St. Peter's is a large Island the western
Side is bounded by Beaufort a narrow River separates each other
& a Regular Road from this plantation to Beaufort Ferry 13 miles
Distance, At this place there about 40 Slave Huts & about 80 Slaves
upon it I held a Meeting among the Slaves & Mulattos in the
afternoon in a Large Cotton House how Rejoiced they all
were of the privilege of an opportunity to be at a Meeting there
is an Episcopal & a Baptist Church but both forsaken by their
pastors we took our leave of them at 4 o'clock & Arrived on board at
6 PM much pleased with my journey on the Sabbath Day ~~journey~~
to do Good

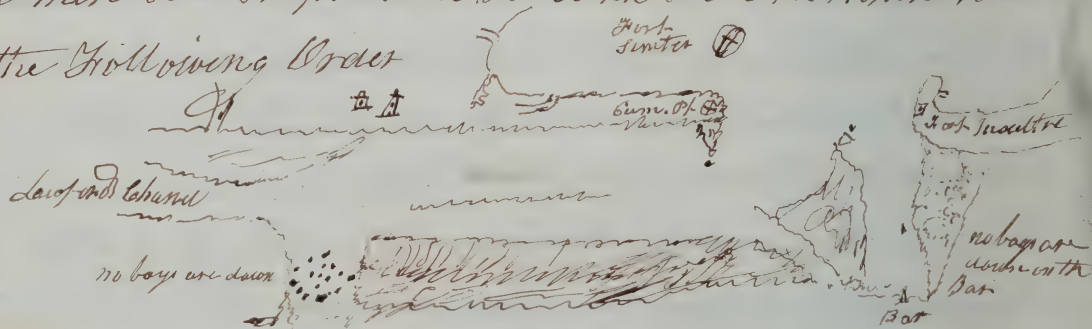
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Monday 16 Decr 1861

All this Day fine pleasant weather first fresh
Wind from NW-Latter part nearly Calm the Steam
Ship Pocahontas Tow the Ship Potomac Capt Brown from
Lybee & the Cossack was run on shore there to make a
Break Water, 5 Ships are now in the offing I suppose the
last of the 3 Stone Fleet - that was to sail after us. 2 of our
Fleet have been run on shore at Hilton Head to make a
Break Water one at London Ship & Francis Moneta this
afternoon a Boat Arrive from the Commodore Ship that our
Ship. the Amazon of Fair Haven & 2 Others are to be bound to
Charleston Bar on the following Day & Junk there & to have our
Bagage Chronometer & other Articles all ready to leave the
Ship & the Steam Ship Exiron on the Philadelphia to
convey us to N York, Capt ~~Batch~~ Batch of the Pocahontas
told me this Evening that he was desirous to tow us to
Charleston he & his officers like to ~~be in my~~ to have me in their
Company I have been with ^{them} a good deal when at Lybee in
helping to save Ships from being wrecked - - - - -

Thursday December 17th 1861

all this delightfull weather first part Light was
from NW. at 11 am the Commodore's report. & Capt
Davis of the Steam Frigate Wabash set his ensign at
the fore for all ship to prepare to leave the port to sail & to
be towed out over the Bar & anchor untill all the fleet were
were out one Beaford Ship just arrivd was towed in the Capt
had an opportunity to Land but was towed out among
the fleet it is 9 PM & the last ship has arrivd very dark
Steamers are now ^{at} anchor among the fleet I will take us
in Gov in the Morning providing we have now fair wind
to sail these our Ships are to be sunk on Charleston Bar
in the following Order



this sketch is position that the Ships are to be sunk in whether
we shall come in reach of the Rebels guns I can not say these
war Steamers are to accompany & protect us should the Rebels
attempt to come down with their Gun Boats

Port Royal has a fine Bar to Cross & Water Sufficient for
 Any Frigate Charrell Strait from the Bar by Course in
 N by E leaving Red Bay on the Starboard & Black on the Larboard
 Continue that Course untill up with the last Black bay
 then N.W. by W to Anchorage between the 2 Ports
 Being Hilton Head to leas by Compass N. it W untill you
 make the Bay & pass it then as above Directions the bar
 is ~~2~~ 4 miles from Hilton Head there is a S.E. Channel deeper
 than this where you can carry out 28 feet at High water by not
 being out but will be soon —

Wednesday 18 Decr All this Day fine clear weather &
 breeze of variable from N.W. to S.W. at 8 Am Lying to Anchor
 a Steam^{ships} came to All the^{ships} Expt 3 of the last Bedford Fleet
 ordered to get under way & to proceed to Charleston & to Steer
 E. by E untill we get into 10 fathoms of Water then N.E. for
 Charleston Bar, 16 Sail of left the Bar of Port Royal
 6 o'clock & 5 Steamers accompany us 3 of them War
 Steamers & the Ericson & the Philadelphia Transport Steamers
 3 Steamers towed Seven Ships & the Remainder of the Ships
 are a Sailing there all the Steamers soon run us of - It
 we having light winds at 4.30 heard heavy firing of Charleston
 25 miles from it now 3 Knot breeze & a pleasant Evening

5 Ships some considerable distance astern of us & two ahead
the first Ships that Arrive were to be placed first in this Position
1. & then within that space all Ships were to fill up & Ship the ~~Box~~
Chase. After the Ships are disposed of & our baggage removed
on Board either the Erikson or Philadelphia & we have
got our Receipt for our Ships we shall proceed Direct for
New York then convey to Bedford - Midnight lightness
Not a Cloud to be seen

Thursday December 19th 1861

this Day begins with Light Clear from 11th Not a Cloud
to be seen & a Smooth Sea at 1 am came to anchor in 7 fath
of water Spoke Capt Gilton in Ship Kensington to anchor
Just in sight of one of the Mean of Wars Lights & we anchored
near Capt Gilton to wait for Day Light. & Ships of us anchor
near us at 7 am all the fleet that was towed by the Steam
Ships are laying with the Steam Ships 5 miles ahead of
bearing N^W E from us, at 8 am we weigh anchor & sail for the
fleet ahead no Charleston Light House in sight None in
bearing. W. H. C. could not fetch the Fleet wind headed of
Made a tack with brought us to the fleet & anchored in 6
fathoms at 11 am The 2 Steamers that were to stop & take

to New York left on last Evening & are this Morning consequently
we do not know in what way we are to be conveyed to York
Capt. Davis of the Mahaska is on Board Steam Ship Kahoola
Superintending of the placing of our Stone fleet on Charleston
Bar, this forenoon on board all of our Sails & a Man-of-war
came took them in & put them on Board the Robin
Hood of N. London (I am rather fast) our Boat's crew
went to assist in putting the on board & when about half
way to the Ship, a Boat from another Ship met us & took
Several of the Sails & left us the balance the R. Hood recd
at 3 PM the Cahaba came took us in Tow & towed us a mile
from the Bar & anchored us. & then left us at 5 etc one of the
New Gun boats came & took us in Tow & anchored us on
SW Side of the Channel a N. Express Ship & been towed in
an hour previous & anchored on the N.E Side of the Channel
our Ship bearing SW by E from each other Distance
half a mile we lying in 3 fathoms half flood last Night
Charleston Light House was destroyed by the Rebels nothing
to be seen ~~to be seen~~ this Morning there does not appear
to be any Fortifications from Cummings point to where
the Light House was one in several hours we hear heavy
Report of a Gun from Fort Sumpter, ^{they are not} be heard if we

Approach a little nearer, we are now on Board & it is 8 PM
no other Ships have been told in expect that the Boat would
have given us Orders to put our Bedding & Coaches into our
Boats & gone on Board of one of the ~~Steamers~~ our bedding is
all packed up & Ready for a moments Start at 9 PM The
Came in with a Ship & anchored her there & gave
us orders to Sink our Ship we put all our baggage into our
Boats left 300 lbs Bread on in the Storage & many other things
knocked out the plug & let her Sink left her as soon as the
plug was out they kept towing in the Ships & sinking them
Till midnight five Delightful hours of very Smooth

Spiders as I am fine pleasant weather & Smooth
water 5th PM only at Daylight some small boats in
other morning only 10 of 16 boats in Day some were
exploding shells first they were ^{put} on Board the Robin that
then were all taken out & put on board the Lakabur
then the Mast of all the Ships were cut away with the
Laying. Except the Robin Board at 6 PM first we arrived
the one after first got being dark made a grand appearance
on the Water the Crew of all the Ships are on Board
of the Lakabur all provisions for 30 days stored to be taken in

by his going, but it is usual the following day at 1 PM
 a Steamer from San brought
 me at this time the Commodore Dupont
 on the coast Breaker of San (the San from the
 High Wave) from Sea to Land

Monday 23^d December

First part of this Day quite Moderate & Clear. Weather Middle
 & Latter part Blowing heavy from the NW & Cold at 10
 AM went with Capt Baker of the Katawba Steam Boat on
 on Board the Flag Ship Wabash Commodore Dupont according
 to Request but could not have an interview with him but
 Requested Du to send in to him My papers of My resume
 & Sketches of Harbours, in one hour Capt Davis came out
 of the cabin gave me My papers & informed me that I was
 Appointed as a Coast Pilot & told me to go on Board
 of the U States Store Ship Courier Capt. W. R. Crespy
 a Ship of 700 Tons & to remain there untill called for. in the
 mean time Capt Baker had left the Ship & it came on to blow
 heavy I was compelled to stay on Board took Dinner with all
 in the Ward Room at 9 A Cot was hung in the same Room
 & staid all Night took Breakfast at 9 Clock one poor Sailor
 fell down the Main Hatch & was killed before Breakfast

Thursday December 24th
at 9.30 was put on board of the Stone Ship Harvest Capt Taylor
at 10 we were ordered to go on board the Steam Ship Ariel which
were to leave for N York at Noon, the crew put all their
Bagage into booth Boats & we started rowed over on Hilton
Head side but Ariel there but had gone up to Beaufort in
Company with the Catawba & would not be down before
Morning returns back to the Harvest - discharge our Boats &
left & went on Board of the India Capt Parker took Supper
tained all Night in /

Wednesday ~~Thursday~~ December 24th 1861
all this Day fine pleasant weather Ariel arrived Early this
Morning & all the crews & baggage of the Stone Fleet & were
transferred while up to Beaufort on Board the Ariel & part
of my left on Board of the Catawba which arrived at 10 AM
went immediately on board took them out into Capt Parker's
Boat & brought on Board of U.S. Ship Courier Cap Croft
where to remain untill Cold for, before leaving took
leave of all my friends it was hard parting from them
to be left among strangers. the Ariel Left this afternoon

Thursday Decr 26th 1861

All this Day pleasant weather Nothing Special
Oured

Friday 27th Changeable weather & cold

Saturday 28th Warm in the Middle of the Day
Cold & heavy Dew in the the Morning Wind at N

Sunday 29 Decr

Blowing fresh from NE a Steam Boat came along
side this Morning & took out of Ship 30 Tons of Coal

Monday 30th

Fine pleasant Weather (Wind) N.W. 2 of the ^{West} Stone
at 11 am got under weigh & saild out of the SE Chan
where there is not less than 21 feet at low water in
Sailing out - you leave all the Black Boys on the Starbo
board, there is no Red Boys in that Chanell & it saves
the distance of 8 or 10 Miles of the South Chanell in
Coming into port especially with a NE Wind which is nearly Ahead
in coming in at South Chanell, the Steam transport Ship
Cahawlar saild this Evening for N. York. the Boys were all
laid down yesterday in Booth Chanels. Capt. Barton
Ricketson paid Me a visit for a short time, Capt.
Commiskey is still here. 16 Days since we came here

Tuesday 31th Decr 1861

begin with Moderate winds from N West Morning a
Clear Sky Middle of the Day light axis from ~~SE~~ Gun Boat
Came along Side & delivered a large quantity
of Bombshells She is from N York by the Way of Hatteras
Inlet. the Ben. De Ford a large Side wheel Steamer ^{shot} & took
out of our Ship, Mr Godfrey a Coast Pilot & then sailed for
Great Warsaw Inlet where we have a Battery on the
N End of the Island, at Noon 2 Ships are Laying just
in sight outside of the Bar I suppose some of the Stone Fleet
What wonderfull pleasant weather we are enjoying, we have no
Gales nor Storms as yet - this is the last Day of the Month
& the last Day of the Year & I pray that I may not be unwar-
ndfull to My Heavenly Father for Merces past & gone
but may lead me to love & serve him with all My
Heart - Mind Every Appearance of Evil & leave
to that which is good. Oh how it stands me to wait into
prayer while surrounded with such influences I pray
for Grace to keep My infirmities that I might glorify
God in keeping his Commandments & to make My Calling &
Election sure this Day pass away on board in High
Hilarity.

~~Monday~~ Wednesday 1st

~~Monday~~ the first Day of the Month & the first Day of the Year a fine pleasant Morning rather a stiff Breeze from N.W. & not a Cloud to be seen

Thursday 2nd January 1862

Foggy & calm the first part of the Day a N York Bark came along side this Morning & watered from our Ship which Condenses 500 Gallons per Day

Friday

~~Wednesday~~

3rd fine pleasant weather went

on shore & got some cloaths washed

Saturday

~~Thursday~~

4th pleasant weather went

on Board of the Flag Ship warwick & got liberty to go to Lybe & Warsaw in the Steamer Bonde Ford & to return immediately Back. Sailed at 3 PM arrived at Lybe at 6 AM & came to Anchor for the Night

Sunday 5th ~~Friday~~ 5th

thick Foggy Morning at 10 AM (saw) of got under weigh for Warsaw Inlet & arrived there at Noon & came to Anchor near the Entrance of Old Runby Marsh creek where two of the Gun Boats are lying & a large sep Fort in I have not been in this Sound since 1830 the place looked quite Natural we tarried here about 3 hours then sailed out over the Bar

~~Monday~~ ^{10 Sunday} #5 January 1862 continue

Direction for sailing over the Bar into the Harbour of
Great Warsaw, When In 5 fathoms water bring the high
Bluff of the Island to bear NW^W & Run for it untill you
Make a Spar-Boy laying in 4 fathoms after passing it then NW^W
by N for the 2^d Spar-Boy leaving it on Starboard, then NW^W
untill up with the Middle Ground leaving it on the port
Side when a large lone tree will bear W by N then Run direct
for it Your Eye will be your observe a large Sand Spit-Making
Down from Cabbage Island leave that on Starboard hand
& when Abreast of the point of Cabbage Island Anchor
where you please — — — after leaving the Bar Steer by
Compass N. E for the entrance of Port Royal Bar & made
the Bay on Jenkins Bank at Dusk left it on the Port side
a Striped boy has been removed from the Bar & placed
near Martins Industry which is to be left on Starboard
side it should not been removed it is a channel Boy to sail
on either side

~~Monday~~^{Monday} 6 January 1862

Pleasant weather Wind N
at 10 Am left the Bend-on Capt. Wallot & went
on Board the Steam Ship Ocean Queen Capt. Seabury
travelling with him & slept on board

Tuesday January 7th Jan 1862

First part of the Day Cloudy
Wind N.E. Blowing fresh at Noon a Steam Ship from Boston
after laying off on outside Bar & No pilot came to his assistance
Made up his mind to come into port or run on Shore & attempting
to find his way in ran on the N.E. Side of Martins industry
Ship from noon untill 4 heavy Blow & a powerfull
Rain Wind shifted in a Squall to the N & then into the
the N.E. (Wind) on Board the Gun Boat
& returned on Board at 4.30 PM To end the Day

Wednesday ~~Monday~~ 8th

Wind fresh from NW
& Cold - - Steam Ship Atlantic Arrived with the
Mail from New York No letter Nor package for Me

Thursday January 9th January

Went on Board the India Capt. Parker who informed me

Thursday Tuesday 8 Jan continued
that the Steam tug had been on of Eight of the Stone Fleet
ships & took all the Coals out & put them all on Board
of the Ocean Queen Wrote 2 letters to My wife & gave them to
Capt Goby of the Margret Scott who would deliver them to
My family

Wednesday 9th Jan

Wind N E blowing fresh Appearance of a Storm went
2 Miles to the Ocean Queen to see the Captains of the Stone
Fleet but were gone on shore Returned on board the
Ocean Queen Sailed at 2 PM at 5 PM Rain at 9 o'clock
Broken Clouds

Thursday 10th January

first part of the Day Calm & Clear & warm Latter
part heavy light wind from S.E. went over to Wilton
Head & got out of the post office a letter from wife Dated
2^d January, in the Evening the Steam Ship Rhode Is^l
arrived from Fort Piken

Friday Jan 11 first & Latter part Foggy

Middle part Clear & warm & calm Latter part light
winds from South the Mail Ship Connecticut arrived
at 6 PM from N York with Mail & passengers for the
Fleet

Saturday 12th January 1862
Moderate & pleasant in forenoon Stiff Breeze in afternoon

Sunday 13th
Pleasant Day until 4 P.M. then blowing from SW
& fog went over to Hilton Head to get a box if there
but everything was closed the Post Office was closed as the
officers had been up all night opening the Mail & sorting
letters & arranging for distribution. - - - - -

Monday 14th
A. wam. pleasant Morning light wind at South the
Steam Boat Connecticut sailed this forenoon to stop at
Tybee & Great Warsaw to deliver her Mail & proceed
to Key West & Pensacola & Return back to this Port
& to New York Mr Godfrey one of our pilots went in her
to tarry at Warsaw Harbour

Wed
Tuesday 15th Janu 1862
Most part of this Day attended with Rain & Cold
Wind N.W. & E. Middle part thick Weather Steam
Ship Udder- Arive from the Blockading Squadron of
Bulls Bay. I am not very well the end of my

Tuesday 14th January continued
fingers feel numb & my feet very cold I have
but little or no exercise & what I have is merely walk-
ing the Decks & if ever so cold we have no fire in the Cabin
to keep us warm for under the Cabing floor is 500 Kegs
of powder consequently we are deprived of that great
comfort fire to make us comfortable as it regards our
lodging place we occupy a nice little State Room in the
Cabin with two Bunks one above the other where we sleep
very comfortable the Fleet Carpenter which is at the head
of all by the Name of Mallock belonging to Brooklyn is my
State Room Companion ~~and~~ much of a Gentleman
at 4.30 PM the Gun Boat Lasuda arrived from New York
thick Disley Weather Wind N.E.

Wednesday 15th

first of Miracle part Foggy Wind at latter pleasant
Four Steamers came in this Evening two with Troops from
the at one with the Mail & Petomkey Gun Boat-----

Thursday 16 Jan

this Day begins with fine Rain & Fog. took Medicine this
Morning had a Restless Night wrote a letter to My wife & wife
a signal was set from the Commodore Ship for me to be

Transferred to the Key Stone State which was ordered down
to Anchu Island to take the place of Ship. Bienville
& for her to return to Port Royal, went on Board at 2 PM
found to be a Steam Boat of 1400 tons Mounting 8 Large
Guns & one large Rifle thirty pounder Raining through the Day
Commander E Leroy

Friday 18th

Begins with thick drizzly weather Started
at 11 AM 45 Minutes to the end of the Bar left the first
Boys which is near the North End of the fishing Rip on the right
which to be left on the Starboard all other Boys to be left on the
port Side except a Black outer Boy on Gaskeins Bank is to be
Left on the Starboard Side after passing all the Bars
Steered S.W. until up with St. Catharines Island then S.W.
as we had steered in 6 fathoms we are going at the rate
of 12 Miles per Hour 24 Min of 6 PM South end of St.
Simons bore N.W. by W at 8 as 9 fathoms hauld in S.W.
at 8.30. Came to Anchor in 7 fathoms according to the
Leds man but when to Anchor found he had made a mistake
it was 9 1/2 fathoms light Wind N.W. & Midnight foggy

Saturday January 18 1862

thick foggy weather at 9 am lighted up got under way & Run in NW 1/4 of Annapolis got into 6 Fathoms could not see Land Came to Anchor Shortly See Breakers bearing SW ~~of~~ about 1/2 mile from us, soon lighted so that we see an entrance of bars on each side Amelia Island & Cumberland Island in a few Moments a gun from Amelia throw a shot at us fell short about 1/4 mile soon ^{3^d shot} came about 1/4 of a mile at firing about 15 Rounds we hove up our Anchor turned the Steamer round ^{to} broad side & gave our 30 pound Rifle Ball we see it Break short to the shore but to far of for guns of theirs to reach us our shot came within 300 Yds from us we then hove up about a mile & came to Anchor in 7 fathoms at 11 am came in foggy Light airs from the Eastward through the Remainder of the Day

Sunday 19th foggy until 10.30 am then lighted up & see the Steam Ship Beirville 2000 Tons Commander bearing ESE 6 Miles Distant. hove up our Anchor & the other J. Boat did the same Met each other our Captⁿ went on board turned about one hour gave us a Spare Boat & left us she has been

40 Days Blockading St. Marks islet & St. Johns Bar & we relieve
& probably shall be as long. after we parted we steamed past
Nassau Islet & down to St. Johns Bar at sunset then
returned back as far as Nassau 9 Miles from St. Johns & came to
Anchor in 9 fathoms the Islet bearing W N W & St. Johns
Light bearing S W by S pleasant weather & a smooth sea
Light wind from S.E. the Remainder of the Day
forenoon had Religious Services on Board

Monday 20th Clear weather until 5 am then a
thick fog until 10 am then Clear weather light breeze from
S.W. a Steamer passed inside of the Islands bound North
prepared a Target this forenoon by a Split Life Boat & at
2 PM commenced firing 30 pound Rifle Cannon & 32 pound
Shot. & one Eight ^{inches} Shell gun. the target 900 Yards off
at 4 PM delightful weather. & quiet up on Board Capt. Leroy
allows no profane language on Board no playing of Cards what
a good example he is a setting for his officers & Men, on board
the Courier that I left nothing but profanity throughout the ship
with officers & Men at 7 PM lightning in N.W. & appearance
of a shift of wind now S.

Tuesday 21st January 1862
begins with Cloudy Weather at 4 am Rainy at 7 do stops
at 9 (burst) of pleasant wind W. at 10 Commenced firing at a
target & fired 24 Shot 120 Dollars worth of Shell & powder at 3.30
hoove up our Anchor & Steamed up to Asutia Island but
ran 2 hours going 7 Miles per Hour under a Moderate pressure
of Steam & when the Light House bore W by N turned round
& Steered back Sky E 45 Min, in 7 1/2 fathoms then SE
by E 10 Min descend into 8 1/2 fathoms then ESE a few more
into 9 fathoms Hept the Ship & came to Anchor for the
Night Nothing to the N & the Sky overcast light air
from the South & remarkable smooth

Wednesday 22
this Day begins with Cloudy Weather Light Air from the
South at noon Wind NNE all hands employed in exercising
Large Gun & Steam fighting & boarding with Cutlasses & reserves
to fire at the Enemy while boarding to keep them from being killed
at Sailors go through the same Manovers with Small Arms that
the Marines do this is done in case the Sailors are compelled
to go on Shore to assist in storming a Battery at 5 PM blowing
quite fresh at NNE appearance of the wind increasing

at 6.30 PM parted our Port Chain Cable & lost 25 fathoms
with the Anchor weighing 3000 pounds. hove in our Chain
& brought her to the Vinea Steering E N E the Day ends
with stiff winds & Cloudy

Thursday 23 January 1862

this Day begins with Stiff Breezes & Cloudy with quite
a Sea heaving in Steering E N E. untill 2 am then
in 14 1/2 fathoms Distance Run 24 Miles then changed our
Course At E. untill 7 am 18 Miles then ~~At E. S. W.~~
S W untill 9 am 20 Miles ~~thence~~ then steamed back
on a N. E. Course, at Noon Broken Clouds blowing heavy
at 3 P.M. squally how beautifully she rides the Sea going head
to the Wind Barometer at Noon 29.60 at 3 PM 29.55 fallen and
lying quick at 5 no Bar 29.49 blowing heavy Midnight
Raining heavily

Friday 24 Jan

this begins with heavy Gale from N by E & thick weather
Steering At E Steaming 4 Knots & 2 knot Current setting
South at 9 am Made a sail ahead soon discovered that
it was ~~not~~ pilot Boat at 9.30. Spoke her & was from Port Royal

Friday 24th Continued, Spoke a pilot Boat from Port Royal
pilot bound to port Royal, in her Mainmull No 11 was
painted Kept of before the Wind Sby W & W. at 9.30
8 in 15 fathoms Windy At 10 by Lt. J. Judge that we are
of Darien Inset. at 11 am fell in with the
from Philadelphia & bound to port Royal loaded
with Coal had lost her Stern Boat & on her Deck
was 2 Life Boats She was under 2 Reef Mainmull &
Jib & a Jynail set on her Fore Mast & foresail
Hauled, at 1.30 Squared away & steered Sby W More
Moderate but rather Hazy & Cloudy & Sea going down
at 6 PM hounded in 17 fathoms Steaming 4 miles per hour
to arrive 5 Inches Steam Midnight Dark & Cloudy

Saturday 25th begins with fresh winds
& Cloudy Steering Sby W 5 knots & 2 knot Current went
from NW at 5 am broken Clouds the Moon out at 6 am
12 fathoms at 7 am hauled up SW no land in sight at
10 WSW at 9 am made Land soon discovered that it
was land to the South of St Augustine at Noon past
Insett Miles South of St Augustine at 2.10
PM abreast of the Entrance of St Augustine L House bearing

West Steaming N by W Steaming 10 Miles for hour
 fine Delightfull weather All hands employed about
 something getting up Anchor out of the Hole to place on the
 bow in the room of the one we lost washing & storing
 the Decks painting the Boats Air furnels Some Making &
 Mending Chatter. & exercising large guns & small arms
 at 5:10 past St Johns inlet at 6:50 came to Anchor
 in 9 fathoms the Remainder of the Night Pleasant
 Wind W by W

Sunday 26th 1862

begins with Pleasant weather Wind W by W
 & light at Sunrise we found our position be at Anchor
 St Johns L. House bearing S by W. & Nassau
 Inlet bearing N W by W in 9 fathoms water at
 noon Wind N by W at 4 PM wind N by E. Howling up
 & breizing fast at 5 PM hove up our Anchor & Steamed
 N by E at 10 PM in 11 fathoms Broken Clouds winds rather
 sying to ends the Day Barometer high up 30 45
 Prayers at 5:30 in the Berth Deck

Monday 27th 1862

this Day begins with pleasant weather & Moscar
Winds from NNE Steaming Nt E going 2 1/2 Miles per hour
at 5 Am altered our Course back Steaming SW by W
at Day light in sight of Land it being Heavy at 7 am
found it was Cumberland Island at 8 am I made
Amelia Island Light House kept of SSW at 9 am
past Amelia in the at 11 am came to anchor in 9
fathoms St Johns L House bearing SW by S & Nassau
Islet bearing N.W. by N Wind light from the N
at 5 PM weight of Steam North Midnight stiff Breeze

Tuesday 28 Jan^{ry}

first of Middle part Light Winds Winds until 3
PM then fresh Winds from the South & pleasant weather
Steaming Nt E Steaming 4 knots per hour at 5 am
turned Ship to SW in 13 fathoms at 7 am made Southern
Cumberland Island soon made Amelia Island L House
& Steamed down to the South of St Johns Islet at dusk
return away back Nt E the remainder of Night

Wednesday 29th 1862

All this Day fine pleasant weather Steaming
at E. Wind Light & Variable from N. to E at 7 AM
turned around & Steered WSW & in 13 fathoms at 8 AM
made Little Cumberland Isd & L House bearing
WSW. soon into 6 fathoms kept of WSW at 11 past
Amelia Island Putt fine Breeze from SSE
& the Coast of Georgia & South Florida along 10 Miles South
of St. Johns Putt

Thursday 30

Fine pleasant weather Steaming up & Down the
Coast as far as our Breeze extends at 7 AM made
Amelia Island & L House at 6 PM past St. Johns
at 10 AM turned around & run N by E all night
pleasant weather wind southerly

Friday 31th

Pleasant weather the whole Day Wind southerly
at Steer N by E until 6 AM in 11 fathoms hauld
in. WSW in 13 fathoms at 8 AM made Cumberland
Isd & L House bearing W at 10 AM bearing N by W when
our Course S by W until 10 PM then N by E the remainder
of the night

February 1st 1862 Saturday
first part Wind South Steered N by E running in 11 fath
at 8 am Steered N by E Made N. End of ~~Amelia~~ Little Cume
berland at 9 am Made Amelia Isld L 76 & part it at
Noon Steering SSW at 5 PM St Johns L 40 or less W
4 miles at 10 PM changed our Course to N by E
Middle part Rainy

Feb 2nd 1862 Sunday fine weather
Sailing up & down the Coast - Blockading from the
North of Amelia Island to St Johns

Monday February 3rd
this Day begins with Rain Wind N by E Steering the Same
at 6 am foggy changed our Course to N by W Run from ~~N by W~~
13 fathoms into 9 1/2 fath right of N by E. at 10 am the Laws of
the U States as it Regards the Bay was Read by Capt Leroy
All the Officers & crew were there assemble to hear it they are
averse to unruly Men foggy until 11 PM then cleared of
turn round & Steered N by E

Tuesday 4th Feb
All this Day fine pleasant weather wind N by E at 6.30
am while standing to the N West in Shore discovered a Sail
boat in E immediately see that she was a Schooner beating towards
Amelia Island Intell soon overtook her & boarded her found

to have a Cargo of Salt amounting to 2200 Bushels. What was
concealed under it we knew not. She is an English Schooner
from Sierfugas & Sand bound to Halifax

Wednesday 5th the taking of this Schooner
should be on this Day instead of Tuesday 4th

Thursday 6th 1862

fine pleasant weather all this Day fell in with
us before this morning & the U.S. War Ship (enward)
Blockading at St. Simons & Darien Carries 8 Guns
Return Back to our Old Station to America & St. Johns
Station at 5 PM past St. Johns L House again 4 1/2
Miles per Hour at 11 AM turn round & Steer S by E
Clear weather wind S.

Friday 7th

Clear weather untill 3 AM then Fog untill 8 AM
Clear of at 9.30 Made Amelia Island L House bearing
W at 11 AM hauld South at 2 PM Steer N by E at 10
untill 5 PM Amelia Island L House bearing
W by S 6 Miles distant then turn round &
Steer S by E untill Midnight fine pleasant weather

Saturday February 8th 1862

Clear delightful weather untill 8 Am then Fog set in untill
9.30 Clear of & Made Amelia Island L^t House bearing W by N
have then W by N untill 10 Am then South at 11 Am. Nassau
In tell bore W 5 Miles Dist St Johns L^t House in Sight
Steaming along the Coast in 9 & 10 fathoms at Meridian Clear Sky
Wind S.W. All the Ships Company engaged in exercises of the
Large Guns & Small arms the same time, just the same as it would
be in an engagement & the water hose drawing fore & aft to put
the fire out should the Ship get on fire while viewing these
exercises at times I turn away from beholding them & find myself
weeping at the solemn scene knowing that God Made Man to Love
him & to love each other instead of killing each other. the End of all things is ^{life}

Sunday 9th 1862

first part of the Day pleasant at 6 Am wind came sud-
dingly to the N.E. blowing fresh & Raining through the Day
had service forenoon & Evening

1st on day 10th 1862

first part thick Rainy weather at 6.30 Am discovered a
Steamer ahead Standing towards us soon changed Signal
It proved to be the Danville from Port Royal came to take
our place of Blockade & forth to proceed to St Simons &

to continue as far North as far a Doboy Inlet
We brought a Mail for our Ship & papers Recd
a letter from Wife Dated 30th January in which
contained the Death of My Son George at New
Burch left the world perfectly resigned to the Will
of the Lord

Tuesday Feb 11th 1862

All this Day Pleasant Weather a fresh Wind
from SW Sailing up & Down the Coast of Georgia
Blockading the Coast in our Limits

Wednesday 12th

a Delightful Day Made 2 Sails a head
& came up with them the Ship was the Enward
Capt Nichols. the Steam Ship was the Deniville
Capt- we soon Separated we ran in made
Little Cumberland Island L House & then Steered
North running in 8 57.6 54 fathoms passing by
St Simons Inlet the Light House has been dest
royed on the South end of St Johns flying upon the
Battery about where the L.H. was erected we then
past Doboy Inlet & fell in with the Ship Enward
& got supplied with Wood & left or parted

from her Dec 12 Feb continued
Steering North at 430 PM Sappho L House
bearing W by S 10 miles Distance turned about S Stead
SSE untill we got into 9 1/2 fathoms then Sout at 8
PM fine wind from S by E going 4 knots midnigh pleant
at 10 we fell in with Steam Ship Bienville & got a
Mail from her & a letter from my family Date 30 Feb
Thursday 13th

All this Day fine warm pleant weather Steaming
along the Coast of Georgia at 9 PM made a Steamer
atund all hand piped to quarters in 5 Minutes the men
were all Ready for Action soon fell in & spoke each
other she prove to be the Mohogan direct from Port Royal
& ordered our Capt on Board they were well acquainted
with each other at 11 we made another sail & proved
to be a pilot ^{Boat} Schooner from Port Royal bound to Key west
had some fruit & potatoes on board bought pine Apples
& Bananas 3 Bbl potatoes Midnigh pleant

Friday Feb 14th 1862

this Day fine pleant weather bound to Port Royal
for Order & to get a supply of Coal Steering N E by N
at 6 AM hanta in & made Warsaw Islett see a large number
of War vessels at Anchor in the Sound at 7 we past by her
a few War vessels to Anchor at 830 we Entered Port Royal
Bar the Light Ship on Martins industry bore from the Port

Black Boy on Gaskins bank N. E. by E. & Dist
one mile Hutton Head shore. N. by W. & W. leaving the
Striped & all the Red Boys on the Harbour hand
at 9.30 came to anchor near the Flag Ship Wal-ask
in the course of the Day took on board out of a Schooner part of
our Coal in port Royal Sound

Saturday 15th Feb 1862

Middle & first part of the Day fine pleasant weather fresh
Wind from S. E. at 11.30 went on shore at Hutton Head to
obtain some information about My Box of Clothing sent from
New Bedford to New York & Shipt by Adams Express to Port
Royal & the agent here told me that it probably had been
Shipt to Fortres Monroe with many other packages & then
Reship to N. York. & Shipt to this port. & the Probability would
be here in the next Steamer that arrived Doubtfull if ever
I get them b/c I do they will be nearly ruined) Took on
board Coal Latter part Stormy blowing heavy from N. E.

Sunday 16th

All this Day Blowing heavy thick & Rainy calculating
to take in the Balance of our Coal all will Amount To 100
Tons but the Schooner which we had taken Coal from was towed
to another Steamer & glad we all hands, had Religious Services on
Board by Captⁿ Leroy

Monday 17th February 1862 Port Royal
a Wet-Drizzle Foggy Day Wind to Northward
passer. Myself-acting Master went over near
Hilton Head on Board of a Schooner Load with
Groceries & Dry goods & purchased 100 Dollars worth for
Ships use at 5 PM finished taking on Board all our
Coal 100 tons & with what we have on board altogether
will last us 23 Days

Tuesday 18th Lying at Port Royal
from Midnight untill Noon foggy Atlantic leaves this
Port Early on the following morning touching at a
several Ports & Stations before arriving at New York
wrote a letter to My Wife enclosed 50 Dollars in it 2^d Letter
to Alfred stating I had sent Money to My Wife 3^d Letter
to My Brother Jonathan Howland, this 50 Dollars was
Given Me by the purser by order of the Captain without order
from the Commodore given upon his own Responsibility I went
at 1 PM ^{went} on board the Flag Ship Commodore Dupont to
Money affair Ensign Capt Davis told Me that it would
~~it would~~ soon be attended to that is before Leaving this Port
Letter post Clearing off Wind E.S.E. heard this Evening
of the Capture of Roanoke Island with hard fighting
& likewise Fort Henry up the Mississippi & a Col. & all
the Guns & Soldiers captured

Wednesday February 19th 1862

Nearly this Day foggy Wind from ESE to SSW
a Bark & Brig Arrived with Coal for the Army &
Navy preparations going on for an attack upon
some place to the South of this port Blowing fresh at
PM. & Cloudy. Had Divine Services at 5.30 PM.
(after part thunder) Thursday 20th 1862 (Lightning & Rain

this Day the first Rain at 11 AM Wind shifted to WNW
at 4 an Clear Weather & continued through the
Day & Evening Delightful Warm pleasant weather
part of the Day Calm All hands Employed in
Examining the Large Guns & Small Arms hoisting
Sails & Drying them by Order of the Comodore it is
all done at one Motion throughout the Fleet & like
wise Handled by the Signal of the same -----

Friday 21th 1862

all this Day Cloudy thick & misty & some times Rain
Wind fresh from NW to ENE the Steam Ship Erickson
Arrived with troops from N York

Saturday Feb 22nd 1862

first & Middle part of this Day Hazy at Noon
a General Salute was fired from the whole War Fleet
in Honor of General Washington. I Recd a letter from
my Wife Dated 2nd Feb 1862, at 3 PM went in 2nd Cont
4 Officers & myself on Shore At Hilton Head Gap
to the post Office but got no paper then went Adams
Express Office to see if my Box of Cloutting had arrived
but they had Recd no account of any box bearing my
name & I was as well give it up as lost the Gun
Boat arrived this Evening from N York &
Anchor close to us this afternoon I heard of pleasan
2 Officers in forward Cabin are a Fiddling & some
a singing songs they are so much confined on Board
that they must & will have some Amusement to drive
Dull cares away, there is strict discipline on board
& very necessary to do so where there is so many Men & so
many minds which wants to Rule instead of being Ruled there
is no flogging on Board & punishment is Stopping of Grog
or tied up or put in Irons - all this requires to be done to keep
Order -

Sunday February 23^d 1862

Fresh Winds & Variable from 6 to am Am Sgully
Looking Clouds but past to N of us Wind to the
Remainder of the Day pleasant fresh Wind from SW
Steam Ship Harriet Lane arrived this fore noon
& sailed this Evening Bound to Havana from there
into the Gulf to join the Blockading Squadron
at 3 PM went on Board the Steam Gun Boat Pickahan
Tas & had a pleasant interview with Capt Bush Hoffman

Monday 24th

this Day Begins with warm pleasant weather not
a cloud to be seen a Moderate Breeze from SW
at 9 am all excitement among the Fleet Signals from
The Flag Ship to loose Sails & Day then two Steamers
went out this Morning for the South at 10 attempted
to heave up our anchor & leave blowing heavy from
WSW signal was made not to leave at 3 PM
preparing & getting everything in Readiness for an
Attack got up out of the hole 30 & 64 lb Shot on
Deck at 4 Blowing Still Heavy WSW at 4
Moderate & Clear Wind NW

Tuesday 25th Feb 1862

Blowing Heavy from it E at 10 AM at 11.52 past the
Black Boy on Gaskins Bank giving it a Birth of 1/2 mile
Blowing Heavy from ESE & Stead SSW by S the least
Water on the bar 3 1/2 fathoms at 11.45 past Tubee Inlet we
are Steaming for Log 13 Miles at Noon past Wassaw Inlet
at 2 Stead SSW at 320 Sapphoar bore WNW 1/2 miles
at 4.40 as past St Simons at 5.30 fell in with the U.S. Ship Onward
& gave her a Mail Little Cumberland L House bearing W
& 8 Miles Dist soon kept on our course SSW at 8.30 fell
in with the Steamer Mohogun gave him a Mail Capt
Godon came on Board

Wednesday 26th

Moderate weather Wind from E & hazy Steaming along
the South part coast of Georgia at midday turned S Light
ning Wind SSE at 1.30 PM took a tremendous Squall of Wind
& Rain from W at 2 as Moderated a little Wind WSW
at 4 as Made Emelia Isd L House & a Steamer ship ahead
Soon came up with her & sent a Mail on board of her from the
Flag Ship. Babash. it was the Mohogun Blowing Heavy
from WNW were ship abreast of Chapaw Stead

Better part More Moderate passing Clouds

Thursday 27 Feb 1862

This Day pleasant weather stiff breeze from NW
at 7 AM past the Onward under whole Sail by the
wind & we made Little Cumberland L House bearing
NW by W 84 fathoms at noon abreast of Amelia
Island at 2 PM fell in with Brianville & Monks
Capt had a long interview together we are expecting
the War fleet from Port Royal to attack Amelia
Island to get possession of Fernandina, the Brianville
had a prize private Schooner in tow Capt the Day
previous bound into St Johns. came very near escaping
the B had to ship her cable & boy it to Ketcher
it was immediately after the Heavy Squall yesterday

Friday 28

pleasant Moderate Day Moderate Winds
from the Westward Spoke the Onward this Morning
of Little Cumberland Island L House we steamed
past St Simons expecting to fall in with the
War fleet but could not sailing & changing our
course very smoky atmosphere so ends the Day

Saturday 1st March 1862
this Day begins with Moderate weather Light airs
from the Eastward Thick Smoaky atmosphere
Just as the Day Dawn began to light up the Eastern
Horizon discovered Many Lights to the S. of us
Soon discovered the Whole War Fleet with their Flag
Ship & the Susquehanna Ahead Steaming in NW
by W. by W. we were signalled to come up with
her & then ordered in to find the Band yet Hold
of the L House on Little Cumberland Island
unto 5 fathoms Made out to see nearly to the
N. Point of the Island & returned back
there is now lying about 27 Sail of fighting
Ships & transports Steamers & 4 Schooners
it is now 11 Am Our Captain is on board of
the Flag Ship at 1.30 PM Capt. Leroy came on board
& the Whole Fleet under Way Steaming S. at 2.30 do
could just see Land South end of Cumberland hauld
of S. E. & S. E. & run into 9 fathoms Flag Ship came to
at 4.30 Signal Made for all Captains to repair on board
for Instructions the Gun Boats had their Orders one
after the other, & 6 of them left the fleet & Steamed

in Shore it is Said, for St Andrews & then
to proceed through the Inland to Amelia Island
& to attack the Ports while the Ubatash & Sargueta
nah attack it outside Shortly After the 6 propellers left
2 More of 13 boats & a Steamer Transport left & the
Remainder of the Fleet came to Anchor within
not far from the Flag Ship Commodore Dupont &
Capt Davis on board is Capt. of the Fleet & Capt
Rodgers Capt of the Ship. we are now at Anchor 10.
Miles from St Andrews to wait for the following
Morning which will be Sabbath Morning which
ought to be a Day of Rest, but I expect a Day
of Battle where many will perish on Land &
Water I have wrote a Letter & sealed it & left
it in my trunk for Capt. Leary to take care of
My Clothing & the Box that I carried should it
arrive at Port Royal, there is hiding in the forward
Cabin but I feel more like weeping. I have every
thing to make me comfortable as it regards temporal things
but to be engaged ⁱⁿ Battle at the closing scene of this
World ^{in his life} creature is awfull Indeed & tears are flowing
while pining there Broken sentences. I hope that

~~Hope~~ My Heavenly Father will have
mercy upon me & pardon & forgive if I have
done wrong in Entering on Board of this Ship
Capt. Leroy I esteem so highly I shall never
forget his kind treatment to me & likewise his
Brothers, this Evening had Religious Services on the
Beith Deck, the Surgeon has made every preparation
with boards cut off to stretch a Man upon should
he be wounded or to amputate a Limb he has a room
coald the Cockpit under Deck forward for that purpose
Everything is in readiness to Engage the Enemy when
we come in contact with them — it is a pleasant
Evening & a smooth sea

Sunday 2^d Feb 1862

Smooty almost fresh & light breeze at 7 am the whole
fleet got under way to go into St Andrews Bar & Steamers
which are Transports & 4 Schooners bring up the rear at 8.30 Am
Came over the Bar past a old Rusty boy on the N Breaker head
which was an advantage thus soon past the L & the Little Cumberland
& hauled up for L & Great Cumberland High point the Flag Ship
came to anchor off the point & the remainder of the Fleet in station

Soon the 1 Boats went on Shore with Masines Kila cattle
brought the meat on Board one Gun boat was sent South
to sound out the Channel as far as the Dividings & Return
back but could not find sufficient depth of Water for
the Large Steam Boats at 7 PM orders were sent to the
Large Boats to be ready to get under Way Early in the
Morning & the Light Gun Boats with the Paucen to
proceed inland to Amelia Island. & here that ^aGerrand
had the Start? Monday 3rd all this Day Blowing fresh from
E. & West. Middle Heavy Rains with
Anchor at 8 AM the whole Fleet of Steam Boats out over the
bar to proceed towards Amelia Island sound out of the
Bar at 11 PM ^{am} came to Anchor Blowing Heavy & Squally
we attempted to go over the Bar but could not

Tuesday 4th

Blowing fresh from West & both I was ordered by the command
to go on Board the Pochantas & pilot her in first went with
our Boat sound out the Bar put Down 2 Boys then went
back got under Way & proceeded Over the Bar & the rest followed
then went out & got on board the Empire City with the troops & got
on the point there could not get of the Night Tide troops were
all taken of at 9 PM. the Piembener 1800 Tons on the Bar

Wednesday 5th March 1862

Still remain on the Shoal & the Steamer with our troops
where try to get off 11 am high water but could not get off

Thursday 6th

2 Gun boats came Down this forenoon & assisted in towing us
off Ship Wine at 8 am at 11 30 got off & proceeded up to Fernandina
came to Anchor at 1.30. found the City nearly deserted of
its Inhabitants & all its removable contents our Fleet there
saw where all the Forts Soldiers had left 2 Days before
Capt. one Steam boat in attempting to Enage through the Rail
Road Bridge was fired into because the Capt. would not pull
down his colours afraid he would be into a coward. Missions
fired into the Rail Cars escaping & killed 2 Brothers

Friday 7th

Got a severe weather see Fire this Morning Wind heavy
at 1 PM went on Shore & took a stroll about the City
Went on board the Pounce to see the Commodore who ordered me on board the
Eden next Morning to) Saturday 8th (to join my Ship of St. John)
Came out with a large fleet some bound to Brunswick & others
to St. Johns at noon on the 8th left Fernandina & proceeded
over the bar of there at 2 PM made a Steam Boat ahead & had

at 4 PM all the Men of War came up with the KeyStone
State & Hopt- comdore gave our Capt his orders we soon came
up with our ship & was put on board & glad to do so I have
been absent 4 Days we are now bound to St Augustine
& at 8.45 came to anchor of St Augustine bar in 9 fath
fine Moderate weather

Tuesday 9th

Fine pleasant weather weigh'd anchor & sail'd in toward the
Shore at 4 AM & trad Breakers ran into 1/4 leg 5 & Hopt the Boat
toward the Cutter put into the the Small Arms with 12 Men & Lieut
& left the Boat in hopes to get in over the Bar but could not & return'd
back to the ship at Noon Steam of in 10 fathoms & came to anchor
L House bearing S.W by S.

Monday 10th

Fine pleasant weather weigh'd anchor & sail'd in near the Bar
found it broke the whole height of the Bar & came to anchor one
Mile from the Bar the South Breaker Head bearing S. & the
L House bearing W. S. 3 Miles dist in 7 fath at 1 PM. mand
two Boats 12 Men each all Arm'd with Lieut. & Dagn Cut Master
Harker & went in near the Shore but did not havea return

10 Continued return on board got under way & Steamed off
in 10 fathoms & came to anchor in 10 fathoms L. Hour 9 1/2 by 5
4 Miles Dist fresh winds from SSW at 7 P.M. See a propeller
coming towards us & do came with proof to be Huron with
Dispatches from Commodore Dupont for us to proceed thence
at 8:30 P.M. weighed anchor & sailed at 11:30 arrive
on board the Valerik got Dispatches & proceeded to
Port Royal left at Midnight

Tuesday 11th 1862

begins with pleasant weather left the Flag Ship at 12
Midnight Sailing 13 Miles per hour Steaming N by E & E
at 9 A.M. Made L. Ship on Martins Inaustroy & arrived
at Port Royal at 10 A.M. & came to anchor Close
on board the Sargachannah came on to Rain Capt
Went on board delivered the Dispatches & got a Mail
for the Fleet at the South & likewise for our Ship
I recd 2 letters from my family & papers at 2 P.M.
Sailed for St Johns where Flag Ship is laying at 3:15
lost the Black Boy on Gaskins Bank & Steered
S by W Blowing & Raining from E & E. Steaming
6 Miles per hour Midnight more moderate

Wednesday 12th March 1862

Begins with thick weather at 6 am Thunder Lightning
& Rain at 7 am Made the South end of St Johns
Inlet but could not see the Flag Ship & bore away
for St Augustine ran coast as bore of the Land
all the way Down. Made the Flag Ship to Anchor
of the Bar at 11 & 11.30 Came to Anchor at 4/4 of a mile
from her Delivered her Mail. Capt was informed
that Capt Rodas of the Warbush with his boat &
pilot & a 2^d Boat from a Gun Boat with a flag of
truce had been on Shore & tarried all Night & found
nearly all the inhabitants there & a few Union men
went into the Fort it mounted 5 Guns & that 400
Soldiers has left the Day before & the Citizens
in a state of starvation took one of the pilots on
Board the Flag Ship & gave him provisions to take
on Shore) Our Capt Returns on board with a pilot
Capt Dixon & at 1.30 PM left & Steered S by E & one
hour then S E Wind at 3 am at 3 am S by E Steaming
13 Miles per Hour at 6 PM came to Anchor 4/4 mile
outside of the Bar by of Mosquito Inlet in 8 fathoms

March 13th 1862

Fine Pleasant Weather Lieut with the Pilot, & Mr Davis Engineer & twelve Men Armed in the Boat left & Rowed in following the Breakers to the Southward until the came where it broke the least but did Dare to venture in Supposed there was about 6 feet of Water on the Bar, & Return on board so ends the Day

Friday 14th the March
a pleasant morning fresh Breeze from S.E. the Lieut Mr Kimball & the Pilot & crew of 12 Men Well armed left the Ship & rowed in found the Entrance over the Bar Sounded as the rowers had 11 feet high Water went on Shore at the Side of the Entrance cruised about Rowed Back a Short Distance discovered a Schooner lying up at New Smyrna then rowed out & came on Board at 8.30 am At 2 PM hove up our Anchor & Steamed up 2 Miles S.E. & anchored about 1 quarter of a Mile outside the Entrance of the Bar & came to Anchor in 7 1/2 fath blowing fresh from S.E. in the Evening a tremendous fire on the South Side of the Entrance for a half a mile Several Houses up the Left hand branch at New Smyrna

Saturday March 15/1862

this has been a Changeable Blustering Stormy Day
Wind from SSE to West hove up our Anchor at
1 PM & ran of $\frac{3}{4}$ of a mile & came to anchor again
the Entrance of the Harbour bearing West, & prayed
at 4 PM on the berth Deck expecting a Steam^{er}
aboon every Day to receive us. at 9 PM Fenby great
Heath I have not been so fleshy for many years I
am astonished at my self curiosity led me to measure
the calf of my Leg it measured $14\frac{1}{2}$ inches

Sunday 16 March

fine pleasant Weather Blowing fresh untill 6 PM
then Moderate Wind West at 8 PM then Gun
Boat Penguin Arrive Capt Bud to Receive us she is
a 3 Mastea Boat no Yards at 11 PM commenced carrying
on Board of her in our Boat we are to give her 20
tons it is now perfectly Smooth out to Sea 2 $\frac{1}{2}$ miles
from the Inlet of Musquitoe

Monday 17 March 1862

This is a delightfull Morning a smooth sea light breeze from NW. finish delivering the 20 tons of Coal at 4 AM at 6 am the Penguin Boat came along side with Capt Bud took our Pilot & Mr Gambol & went & searched the Barout & returned on board at 8 am & at 9.15 weighed anchor & proceed back to St Augustine & arrived there abreast of the Entrance in 9 fathoms, Close on Board of Commodore Dupont Flag Ship at 2.45 PM 2 of her Barges came along side & took all of our Marines with all their baggage & at 3 PM started for the City of St Augustine our Captain went on board the Commodore Ship at 6 PM weighed anchor & started for Port Royal Midnight pleasant

Tuesday 18th March

first & part light winds from NW at 7 am made the light Boat on Martin's Industry & came in & at 8 am arrived at Port Royal & came to anchor in 8 fathoms we have run ¹⁵²~~142~~ miles in 14 hours blowing heavy the rest of the Day from SE to ESE went on shore at - Withers Head.

Wednesday 19 March 1862

Pleasant weather untill 3 PM Wind ENE then shifted
up at 6.30 began to lighten out of the Western board
& Rain at 7 as a heavy Squall for WSW latter part -
More Moderate Took on board 22 tons of Coal from
the Schooner Capt

Thursday March 20th a blustering Stormy Day
Wind from Southward finished taken board all the
L. Schooner had on Board 45 tons

Friday 21 a pleasant Day wind West
Went on Shore at Hilton Head fell in accidentally
with Capt Baird & M^r Palmer Capt Baird is
Keeping Store bought Articles of him. Report yesterday
that the Rebels Try thousand Strong was a coming to
Attack this Encampment on Hilton Head by landing
on the Middle of the Island & unless for our Soldiers
to be all Ready at a Moments Warning, the Steam
Ship Beenville left at 6 PM with troops for the South
some port in Georgia News of great Battles in the
Interior Rebels beaten M^r Callock killed

Saturday 22nd March 1862

A Cold Windy Day Wind N.W. & Cloudy
Herd from the Gun Boat Pochamato at Brunswick
Sent her Boat on Shore & sold Cattle & Sheep & just as the
Boat had left the Shore was fired into by the Rebels & wounded
Several of the Men & sold the Russes. & the boat barely escaped
Being captured how Imprudent in running such risks
in an enemys land, a Steamer came in at Dusk

Sunday 23rd March

a Blustering Cold Day Wind heavy
at S.W. to W had forenoon Religious Service in the
Afternoon Orders came from the Flag Ship for our first
Lieut. & 20 Seamen with 5 Days Rations & hammocks
to be all Ready to embark on board of a Steamer Tug
when came Along Side at 6 PM. Arrive & took them all on
Board & left to proceed up & into Savannah River to man
the Batteries recently erected there; Recd 2 Letters from
My Wife & Alfrea ~~Here~~.

Monday 24 March 1862

a Cold Windy Day at S.W. Went on Shore at 10^{AM}
Hoped in hopes of getting my Box of Cloathing but Adams
Express had not got the May Bill of Goods Shipt but have
them on the next morning

Tuesday 25 March 1862

this Day has been quite Moderate & much warmer than the 2 last Days Wind NW the Gun Boat Sancer said to Day for Fernandina I was on shore nearly all Day in hopes of getting my box from Adams Express office but it was not there returned on board much Disappointed

Wednesday 26th

begin with Moderate Winds from SW from 8 AM until Noon blowing heavy from SSW the sand & dust on Hilton Head blew up 30 feet high. at 3 PM more moderate at 7 PM calm & sky overcast & appearance of Rain 2 Gun Boats & one Schooner came in to Day & the Ababash said to be outside

Thursday 27th 1862

a pleasant Day Wind variable from N. Round to E & Moderate Mail Steamer Saira to Day for New York Ababash & the Mahagan came in today from the South Ababash brought the sad intelligence of ² Captains & 13 Sailors were killed & Made Prisoners of 3 Men of War Barges rowed from the Gun Boats into

Thursday Continues
Mosquito Issett New Smyrna & up to the River
a few Miles in Returning back a Great Distance
they fire into Barges by Conuato Rebel Soldiers I forgot
to mention the Purser

Mr Redman one of our Acting Masters which took
Charge of the English Prize that we captured of
Germanina Returnd back from N York & came on
board this Evening & I had to give up the State Room
that I was Occupying & all My Luggage out into the
Ware Room & I am Wtd to sleep in a Cott. well I
must submit I cannot have My own Way while fettered
In consequence of having more wages for the Support of
My Family which is in need of all I earn I want to
do more for Government than I have done but I
cannot help it


Friday 28 March 1862

all this Day fine Pleasant Weather Moderate
Winds & Variable & Ship & Several Steamers Side Wheel
& propellers came in to Day & one Gaild for N York
Mr Kanville our first Lieut with the 20 Sailors arrived

this Evening at 6. they have been within five miles of Savannah but no Skirmish took place at 6.30 the Capt. Informs me there was a chance to send Letters to N York in the Morning I improved the opportunity wrote a Letter to My Wife & in it Enclosed 50 Dollars in Government Bills

Saturday 29th 1862

this Day begins with fine pleasant weather the Gun Boat Seminole sailed Early this Morning for N York our Mail was not ready in time & was left & was sent on Shore this Morning & put into the post-office finally taking the balance of 50 tons of Coal on Board & likewise Stores & at 1.50 PM weighed Anchor & steamed out over the S E Channel for the first time, past the Black boy on the fishing Rip on Starboard Side the upper Red Boy on the Port Side the 2^d Red Boy on Starboard Side about one quarter of a mile. to the N E of it then the first Black Boy passed on Starboard hand leaving it Steam Boat length the 2^d Black boy the same & the striped boy with a cross upon it & a palm tree Bush. to know it from S Channel

 13 13 12

upper Black boy

Saturday 29th 1862 Continued
after leaving the Entering bay of S^E Channel
of Port Royal Steered N^E by E to clear Cape Roman
Shoal going under a small head of Steam at
Midnight Cloudy

Sunday 30 March

This Day begins with Stiff Breezes from South
& Cloudy at Daylight hauls in N^E by W wind
Hauls suddenly to the N^W E & blowing heavy
at 8 Am Made Land & soon see North Island
Light House & came to Anchor Light House
bearing 10 1/2 N 5 1/2 fathoms latter part Moderate
Weather

Monday 31st March last Day of Moth

All this Day fine Pleasant weather Lying 5 miles
from Georgetown Light House in 5 1/2 fathoms 45
fathoms of Chain Cable Smokey Atmosphere at 6
Am Discovered in Shore of us a Sail Boat coming toward
us at 7.30 She came along side with a Gentleman by
the Name of Sherman which had Charge of Light House
& likewise a Slave by the Name of Prince Coit a remark-
able intelligent Man a Pilot of the Bar & River & a
Stevedore likewise this gentleman made his escape in

consequence of being Drafted into the Army on the
following Day the Slave owned the Sail Boat & they
left Georgetown S.C. at 10 O'clock last Evening all the Forts
are destroyed Cannon removed & carried up 60 Miles into the
country & the Inhabitants are leaving Georgetown & the
Soldiers part have gone to Charleston & part to Wilmington
N.C. at 3 PM discovered 6 Miles from us a 2^d boat
Approaching & when within 3 Miles sent the 2^d Cutter
& took her in tow at 6 PM arrived Along Side of 2 White
Men & a Slave came on board the 2 White Men had broken
Sail they are union Men & were to be Drafted for the
Army one was named Brigham

Gaves was named

I was condemned to be
hung by the Provost
Marshal

the Balance of my Wages due to Day is \$192.72 cents

we are informed that the Steam Ship Nashville
left this port last Thursday for Nassau Newprovidence
& likewise a Brig & Schooner ~~Steamer~~ ^{2^d} ~~Steamer~~ ^{Schooner} were at Georgetown
Loaded with Spirits Turpentine & bound to Nassau
& also the Steam Boat Wm Seabrook was to tow her out
this Night Monday 31th

Laying of George Town Bar

Tuesday 1st Day of April 1862

this Day begins with Moderate Winds from N. E. & Clear Weather at 7 AM Wind came on^{to} blow Sadingly at 8 AM blowing heavy at Noon rather Moderated at 4 PM Still blowing Hard Pleasant ~~over~~ overhead the 2 Slaves that came on Board yesterday has been washed up clean & new Blue pants Shirts & Shoes & Caps put upon them the last Boat that came on board yesterday with the two White Men & the Slave were in Prison together one of the white Men & the Slave were in Cells the other got the good Will of the Jailers Wife & gave instruments & he sawd the Locks to the Doors out & all escape that Night stole a boat & came on Board of us at 6 PM a big piece of us just in sight steering to the Southward .. hove in 30 fathoms of Chain & gave up at long last

Wednesday 2nd April 1862

Wind Variable from S to SW & back to South Moderate Winds at 7 PM heavy bank in the NW light Air & heavy Atmosphere lost the 2 Boats that brought the Men of from Georgetown Middle part Lightning Thunder & Rain

Thursday 3rd April 1862

this Day Begins with Lightning Thunder & Rain at 1 AM clear. at 6 AM Pleasant Weather at 8 AM discover

A Steam Boat coming past North Island Light House
& steaming out over the Bar of the Old South Channel
at 10 Minutes past 8 began to heave in our Chain 60 fath
out which took us 20 Minutes in the Mean time she was
going out Rapidly we soon pursued her after Her we knew what
Boat it was Wm Teabrook & with Soldiers on Board bound
up Santee River after running about 40 Minutes began to give
a two Gun fell about half Mile short we were gaining upon
her we kept up firing & one shot we supposed hit her as we did
not see it strike the water she got to the Bay boat was on the
Point of Shoal of the Entrance of Santee & she changed her
Course which run her up the River & escape 20 More Minutes
& we would have captured her we gave up the chase return
Back & came to anchor in 57 fathoms Light House bearing
N 16 1/4 W 5 Miles Dist

Tuesday 4th Apr

from Midnight to Noon Light Rain & light Breeze from SSW
at 1 PM a Steamer came Down from George Town a far the Light
House & returned back a short Distance & came to Anchor
Rather Squeaky At most p.m. this Steam Boat is bound to Charles
ton & we suppose that she will attempt to try to escape to Night
out of one of the four Channels 7 30 am now upon anchor & stand

Friday Continued 4th April 1862
+ Steered W by S 3 Miles & came to Anchor in $4\frac{1}{2}$ fath
so as to be Near the West Channel should the Steam
Boat attempt to come out that way High Water at 11 PM

Saturday April 5th Moderate &
Stiff Breezes from S to W changeable Weather with
Thunder Lightning & Light Rain. at 4 AM cold
All hands hove up our Anchor & Steered 30 Minutes
on E Course 3 Miles & came to Anchor in $5\frac{1}{4}$ fath
Sandy Bottom Hazy atmosphere at 4 PM weighed anchor
& Steamed in NW about one Mile & came to Anchor
in 10 fath at 5 AM lighted up & see the Light House
on North Island bearing N W by N of us 6 Miles Dist
At this Morning at 7 AM Discovered a Boat coming toward
us with a Gnal Sail Set bearing West of us at same
Came along Side in ~~the~~ were 3 Runaway Slaves one of them
had been in the Woods one & half Years & had been fired at
3 times but escape they came on board was treated very kindly
by Capt. Leroy they were stripped & washed & blue pants & blue
flannel Shirts & a Cotton Cap given them & all their old
Rags & Cloaths thrown overboard. we now have 3 white
Men & 5 Coloured Men on Board. Mr Maximian lives in
the Cabin

in looking over My letters & filing them away I accident
in one of My envelopes My Receipt from Davenport. Monroe
Co Express Dated 4th January 1862 for one Box freight
paid through to Post-Royal at Harnden & Express
N^o 74 Broad Way. & not been rec^d up to April 5th

Sunday April 6th 1862

Blowing fresh from S & E had religious Services in the forenoon
on the birth Deck at 11 do hove up our Anchor & shifted our
position run in NW by W one mile & came to Anchor in
five fathoms N Island Light-House bearing NW & the
South point of South Island bearing West

Monday 7th

All this Day Wind S to SW & WSW appearance of
A Storm & then cleared of pleasant at 6 PM a Sail hove
in Sight bearing E. Standing to the SW. could not discover
what she was & she shut her in. at dusk weighed anchor
& ran West 1/2 mile Tuesday (8th 1862) anchored 4 1/4 fath
this Day begins with Heavy Weather Wind WSW see
North Island bearing N by W & the South End of South
Island high Woods bore W by N 4 miles at 6 PM discovered
a Steam Ship standing in to WSW soon disappeared

¹⁶
Tuesday 8th April (Continued) of George Town Bar
I imagine no Doubt by losing sight so soon
of her so suddenly & after seeing us the hauld of
it being a Smokey & cloudy Atmosphere - lost sight
so soon Moderate Breeze from S by South
Lying in 4 1/4 fathoms Appearance of Rain. this
is the 4th vessel we have seen while at this place

Wednesday 9th 1862

this has been a Remarkable Whistling Squally Rainy thun-
der Lightning Day from Midnight until 7 PM ~~the~~ Cle
of Wind twice Round the Compass from a gale to Moderate
breezes & now not a Cloud to be seen & a fresh Wind
at NW still Laying of George Town Bar L House
bearing N by N by W & the point of Woods on South
Island W by N by W.

Georgetown Bar

Thursday April 10th 1862.

Cold Windy Day Wind Eastward at 5.30 PM discovered
a Schooner about half way from North Inlet to Georgetown
L House hove up our Anchor & Steamed after her she & just at
Dusk she was on Shore & they set fire unto then about 4 miles of we
came up & anchored about 2 1/2 miles from her sent 2 of our Cutters

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I about 2 hours return on board & gave an account of her
appeared to be a Vessel of about 150 or 200 tons All Sails set and
about 300 Yards from the Beach with her Name on the Stern
the Liverpool of Nassau. W.P. being on fire they did not board her
Sea Breaking upon at 9.30 hove up our anchor & left her & return
Back & came to anchor in 6 fathoms at 11 PM

Friday April 11th of Georgetown Bar
All this Day Blowing fresh from ENE & cold pleasant weather
at 9.30 AM weighed anchor & steamed towards N Inlet to have
a view of the Schooner that ran on shore last Evening we found
her top burnt off & the Water breaking heavy against her Supposing
She had a valuable Cargo in Return immediately Back & came
to anchor Light House bearing W by N ^{4 or 5} 6 Miles Dist. & the
high Woods on S Island bearing W by N & in ~~44~~ 4 fath ¹⁴ 14 fms 5
Cape Roman L House S W by W 13 Miles Dist.

Saturday 12th April

Blowing fresh from N E by E Appearance of a Storm in forenoon
All hands Employed in exercising the Large Guns & Drilling with
Small Arms it is 2 Weeks to Day since we left Port Royal
& we have had no News from the fleet neither from the Army

Sunday 13 April 1862

Still laying of George Town Bar Blowing fresh from N.E. by E. to E & appearance of a Storm sometime partly Clear on broken clouds 60 fathoms of Chain out Religious Services forenoon & Evening - we are expecting to be relieved from our Station & return to Port Royal every Day - Latter part Rainy

Monday 14th April

first & Middle part of the Day blowing fresh from the East S.E. & Changeable weather at 1 PM a Sail hoist in sight bearing E by E got under way immediately & pursued after her soon perceived she was a Bark standing towards us got within a mile of her fired a Gun with out discover her Signals or make them out & she bore too & we soon perceived she ~~was~~ she proved to be one of the Blockading Squadron came from Port Royal on the 9th Inst to assist us she is Capt. the Gem of the Sea Capt. Baxter lowered his boat & came aboard with a Mail for us & from it I got a letter & a Note from Mrs. Weatherway as the Capt. remained on board 2 hours & then left he Steered to the N.E. & we returned to from where we left & came to anchor at 5 PM

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Tuesday April 15th 1862

this has been a Changable Day on Account of Wind & Weather
& likewise an Excitable Day on Account of pursuing a Sail
that we discovered this Morning in the Eastern Board pursued
& overtook her she proved to be the former privateer Dix but ^{now} called
the Success Captⁿ Benson 81 tons Burthen Loaded
With 100 Bales of Cotton 340 Bl Spts Turpentine 3000 lbs Rice
40 Sacks pea Mats. ~~the~~ ^{our} Capt Orderd her to Come to Anchor
& our Ship Likewise Came to Anchor in 8 fathoms out sight
of Land then brought the crew on Board then sent 7 Men on
Board with a prize Master, the Genl of the Sea Capt ^{Barstow} ~~Baxter~~
Came up & Anchored Ast on Board soon got everything Orange
& hove up our Anchor Discovered a Sail bearing East of us
9 miles of Standing it was pursued after her & overtook her
however too sent our boat on board overboard her papers found
all correct she had Molasses on Deck & fruit she is Capt
of Providence Captⁿ bought
fruit & let her pass on then steamed Back to our anchoring
place from where started from & came to Anchor
Remainder of the Day light winds from the Eastward
Sent a Letter by Captⁿ Hazard prize Master to N York

Wednesday 16th 1862

this Day Light Winds from the Eastward & pleasant
warm weather the Bark Gem of the Sea to Anchor
about 8 Miles to the NE of us some prospect past going to
the NE -

Thursday 17th

fine pleasant weather Light
Winds from the ESE saying to the SSE of
George Town Town Light House 7 miles Dist the L^g
about an hand Spikes length on the W Side of N^o
Island & the South point of the high Woods on S Island
bearing W by N the Gem of the Sea Still at anchor
got under weigh this Morning & steamed SW in
pursuit of a Sail as we supposed West Cape Roman
(but were mistaken & returned back after steaming
3 miles.) Captⁿ Benton of the Schooner that we captured
a few Days past is a Rabid Scelf & an ugly Malicious
revengfull character he was Lieut of the Schooner when
a privateer & has Run the Blockade at place several
times but caught at last & I heard him say to Day that
he had Rather be in Hell than be on Board of this Ship
he is treated by our Capt better than he deserves

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Friday 18 April 1862

Still laying of S. End of George Town Bar. All this Day
fine delightful weather Light-Winds from E to S by S
at 4 PM the Bark Gem of the Sea came to us lying to Anchor
& gave us a Baltimore Newspaper containing the News of the
last Great Battle fought it is said that Federal troops
kild 20,000 & that the Rebels kild were 40 thousand
awful beyond description is the time about-come when
Evil shall go fourth from Nation to Nation & the slain
of the Lord shall be from one End of the Earth to the
Other they shall neither be buried nor lamented they
shall be Dunge upon the face of the ^{whole} Earth...

to Day one of the Sailors was Court-martialed for offences comitted
on Board the last prize we sent of to New York the offence was for
stealing Logour & getting Drunk Sentence will be Read on the
following Day before all the Crew. I forgot to mention that two run
away Slaves came on Board of us early this Morning in a Canoe one has been
2 Years in the Woods.

Saturday 19th 1862

first 12 hours light airs from SW Delightfull warm pleas-
ant weather at 9 AM all hands Cal'd to quarters proceedings
of the Court Marshal ^{Capt} Read by Leroy the Sailor plead
guilty of the two Charges Against Him but plead for Mercy

round over

Saturday 19th April

a Continuation of this Day Sentence pass upon the offender
Phoenia McGuire to live one Month on Bread & Water Double
Frons on hands & feet & to loose three Months Wages —

Sunday April 20th

fresh Breeze untill 7 PM a pleasant warm Day
at 6 PM discovered a Sail in the SE Standing towards
us soon discovered that she was a pilot got under way & pursued
after her & overtook her she came from Port Royal with
Dispatches for the Blockading Fleet at Bulls Bay & then a Mail
for us & likewise for the Gem of the Sea & in sailing
from Charleston about half way to the Bulls Island fell
in with four Schooners which had run the Blockade & the
pilot captured one of them formerly a Charleston Pilot
boat she had 30 Bales of Cotton for her Cargo the Capt
sent her to Port Royal with a prize crew on Board & she
only had a small Gun on Board he said that he would have
Capt the whole of them. after she left us we Steamed to the Bank
12 Miles to the NE of us delivered her Mail & returned
Back to our Anchoring ground again L'Hour bearing N. by E
6 Miles Dist & in 6 fathoms, Religious Services forenoon & Evening

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A Steamer Run the Blockade on ~~Sat~~ Saturday Morning
from Bermuda with a large quantity of Small arms & other
Articles

Monday April 21st

blowing heavy all Day from S by W to W by W Still laying
of Georgetown Bar

Tuesday 22 1862

Blowing very heavy from W by W to W by N until noon
then more moderate & pleasant - Clear weather in looking
over the Evening Boston Journal I discovered the Death of
Brother His Irish his disease I see was the Heart complaint
60 Years of Age he has run his Earthly Race & was full
Grace a Glorious Sight indeed, his Trials & Temptations ended
Nothing to disturb his repose he now lies buried in the Earth
Sleeping in Jesus & his Name written in the Lambs Book
of Life his time will be but short in the Grave but a Moment
as it were for soon the Trumpet will sound the Saviour will
Make his appearance to gather his Elect from the four corners
of the Earth to give them Immortality to live & Reign with him
forever & to be an heir of God by Joint Heir with Jesus Christ
to the heavenly Inheritance the new Heavens & New Earth where
the Inhabitants will speak one pure Language & none will ever say I

Continued Tuesday 22 April 1862

I am sick no nothing when once Landed on Immortality,
Best Shore our Peace will be like a River & our Righteous like
the Waves of the Sea, our Associates will compose those of the
purest Hearts that will be ^{no} discording Notes all will be Harmonious
these Angels, Cherubims & Seraphims With all the Blood washed
Saints will compose that Great Multitude that John the Revelator
saw with Harps of Gold singing Redemption Song worthy is the
Lamb that was slain which has redeemed us washed us in his own
precious Blood & we shall reign with him forever & he will send
us green pastures beside of Still Waters. & then range through the
blissful Fields of Glory & walk the Golden Streets of the New
Jerusalem For this Great City ^{thousand of miles +} fifteen in circumference we shall
sit down at the Table of Bliss in the Kingdom of Glory to go no
more out for ever but one Eternal Sabbath Day to praise
God & the Lamb forever & gods Glory will Shine over vast
Creation as it did when the World was first created

From Noon to Midnight Moderate & pleasant at
6.30 PM discovered a Sail bearing SSW of us hove up
our Anchor & heeded for the Sail at 6.50 Soon discovered
that she was a Steamer at 7.40 Spoke her after Dark & proved
to be the 3 Masted propeller Norwich Capt. Duncan

Booth of us came to Anchor in five fathoms the
George Town Light-House bearing N. 1/4 Miles Dist
& shall be here all night & probability is we shall
leave here on the following Evening - - - - -

Wednesday 23^d April first half the Day Light
winds from SW got under way this Morning at 6 Steam
3 Miles N. to Gun Boat Norwich our Capt went on board
a short time Return on Board & Steamed away to the N. when
the Genl of the Sea were laying at Noon came up with her
& came to Anchor in 5 fathoms Capt Duncan came on board
staid about 2 hours then left us he is to guard the North
Islet We soon weighed Anchor & sailed & when George Town
Light-House bore West of S came to Anchor in 5 fathoms
about 4 Miles from the Light-House where we are to Guard
two Channels the Bottle S. & E. & Gunboat Norwich to Guard
the Western Channel & the Entrance of Lantee River

Day before Yesterday Morning I had a blister taken out of my
Right-foot Great toe joint a tedious operation which I had freely
Since that time it has been very sore I have put on Luke's Plaster
with Benjamin's Compound

Thursday 24 April 1862

All this Day fresh winds from the Southward at 2 PM
the Gun Boat Habatrap Arrive to take our place
that Night proceed to Port Royal to Coal & Repair with
Small Stores, at 6.45 PM weigh Anchor & sail for P Royal

Friday 25th all this Day Pleasant Weather

Stiff winds from Southward West wide out at Daylight -
Outright of wind hauls in & Made 7 1/2 Hour hauls
in at E & Made the Light Ship on Martin's Shoal & soon
Made the Bar boy on South passage Arrived at 2 PM
passed by the Flag Ship & were ordered to go along side of -
the Brig Capt - & at 5 commenced
Taking Coal

Saturday 26th April 1862

this Day Warm & Pleasant untill 5 PM then Cloudy
& Drizzle Rain since we left this Port to blockade George
Town Intell My Box of cloathing Arrive from N.Y. to Port
Royal & was put on Board the Courier Capt Crege
& Recd it this Afternoon found all My Cloathing in good
order took on board Coal All Day 75 tons

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Sunday 27th April 1862

all this Day fresh winds from N.E
& Cloudy had Religious Services through the Day a Steamer
arrived to Day from Fort Monroe with Dispatches & the Steam
Ship Susquehanna leave early in the morning for that place. the
News of the Battle at Yorktown to the loss of 200 of our Men drowned
& their Rank & Broken & our Army between them. I am not very
Well to Day last Night had to bathe My Neck & Shoulders that
preparation the Doct (prepared) for me the effects of the burn
are in hopes soon get over it

Monday 28th April

this Day commences with a Cold N.E Wind & Cloudy
appearance of Rain the Steam Boat Empire City came along
Side this Morning to give Coal to us She came out Loaded
with it for the Navy. Chartered by Government at 1000 \$ per Day
& She will leave this port for N York on Wednesday Next
the Steam Ship Isabel came into port with a valuable Cargo of
Cane Sygar & Many Cotton Articles She is a private the Steam Ship
St Jago de Cuba. She was returning from the Gulf Squadron & fell
in with the Isabel to the Eastward of St Johns. She had the Nashville
steamer but could not overhaul her she took after the Isabel & Capt her

Tuesday April 29th 1862 at Port Royal S.C.
a pleasant Warm Day Middle part Calm at 2 PM stiff
breeze from Eastward finish taking Coal out of the Empire
City wrote 2 Letters one to My wife enclosed in it & twenty dollar
Bills & one letter to Alfred stating what I had enclosed in other
Letter the Mail closes on the following Day at 830 am & the
Empire City leaves in the forenoon for N York

Wednesday 30th
first part of the Day Warm & pleasant & Calm at 9 am
All our passengers with the Prisoners embarked on Board of
the Empire City with Mr. Leroy, our Mail sent on
Board, & took a prize. Ferry Boat in Tow & proceeded to N York
Latter part stiff Breeze from SE Clear overcast lightning
in SE this afternoon I was put on Duty or to commence
Master of the Deck from 4 PM to 8 PM for the first time
on Duty as an active Masters Duty & I am inclining to believe
that it will be a Benefit to me it will give My mind
a start took on board 54 tons of Coal out of the Bay
of Newport

May Thursday 1st 1862, in Port Royal Sound
first part of this Day Moderate Moderate Light Winds
Breeze at Noon look Squally soon began to Blow heavy & Rain

I continued raining heavy untill 2.30 PM then began to
to Moderate & Stop Raining Wind SE Latter part pleasant
Weather Weather had News of the Capture of N Orleans after several
Day Bombarding the Forts - took on Board 60 Tons Coal from
officer of the Deck from 4 PM untill 8 do — — — —

Friday April 2^d 1862, at Port Royal

All this Day fine pleasant warm Weather Wind from
SE & SW went on shore at Hilton Head & bought
articles for myself - bought a plenty Black boys

Sat 3^d April a Steam Boat arrived from
N York with the Mail Recd a letter from my wife
Bate April 26th & 3 newspapers fine pleasant
Weather Wind South

Sunday 4th Still Laying at Port Royal
First part of the Day calm Middle & Latter part
Stiff Wind at South & clear & Warm Weather
this has been a day of drifting from Ship to Ship, had
Services forenoon & Evening

On Board Key Stone State May Monday 5th 1862.

pleasant weather stiff wind from SW. at 11 AM I was informed by Capt. Wm E. Leroy that Commodore Dupont & Capt. Rodgers commands of the Fleet had consulted together & had made up their minds that it was best to discharge me & send me home they did ^{not} want to appoint me to any other war ship & as the Key Stone State was to be sent on to her old station against George Town. & as prime a colored slave. & a Pilot on that Bar consequently I would be of no benefit on Board therefore would discharge me. I probably shall be transferred to the Propeller Massachusetts the Mail Steamer & proceed from this port to Mosquito Inlet & return back to this Port & proceed after stopping to different station of the Blockading Squadron, & then to N. York. wrote a letter to my wife about coming home) Tuesday 6 May

All this Day fine pleasant weather Wind S.E. packed up my baggage to Day to be ready to leave this afternoon to embark on board the propeller Massachusetts Capt. Cooper & was paid of to Day up to this Date 183 Dollars My wages to continue untill I am discharged from Gov. Service after my arrival at N. York or Philadelphia took my leave of Capt. Wm E. Leroy & all the officers & crew

at 5 PM I arrive on Board of the Massachusetts I have
a fine State Room to Myself I have Supper & every
thing pleasantly arrange we leave here at 5 am
on the following Day & likewise the Key Stone State

Wednesday 7th 1862

at 7 am Weight anchor from port Royal & Steam
out from port over the Bar for Nassau Inlet
at 9 past the Black boy on Gaskins Banks & there
S.W. by S until 12 noon L House bore W by W then
S.W. by W until you make the Striped Bar bay
then N.W. by W ~~thence~~ to the Red Lion bay then
N.W. by W 1/4 Mile to the at 3.30 past the Bar bay
which is nearly in R. that of the first Red boy & N
point of Great Nassau Island will be about in range
Calm until noon then a stiff breeze from SSE
the passing the Bar there S by W going 9 miles
in hour at 8.00 come to anchor S by W L House
bearing W by W 7 fathoms

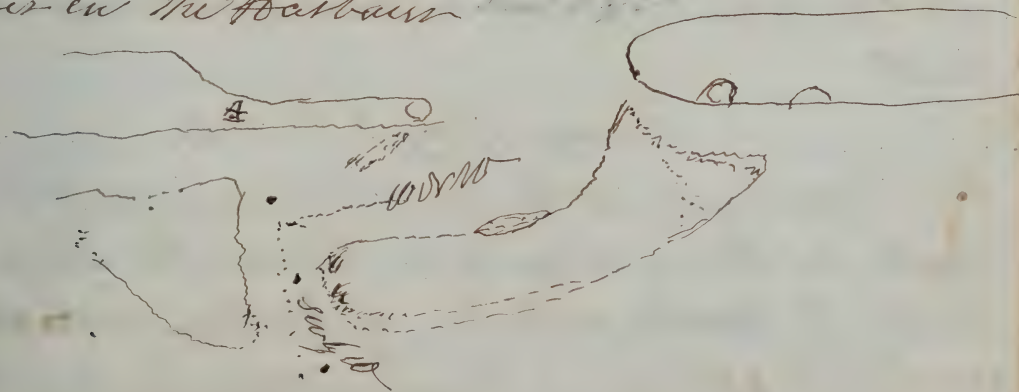
Thursday 8th May 1862

pleasant Wind S.W. bore up our anchor & Steam
away for ^{St. Simons} ~~Antigua~~ Bar & heard South at 6.40 am
at 7.7 past the Striped Bay outside of the Bar & heard

Thursday 8th May Continue

Steering W by South for the ^{Black} Bay one Mile Dist
past it & run for the 2 Black bay had 16 feet it being
Low Water all 3 Boys Well nearly in Range with the
South point of St Simons after passing inner Boys Run
up about the Middle of the 2 Islands leaving a Spar Boy
of Jakiel point a Black Spar Boy on port Side & came
to Anchor Abreast of J.B. King Plantations & Steam Ship
Florida lying here & a Coal Schooner gave her provisions
went on Shore there is about 150 Contrabands here the have
60 Acres Corn & 40 of Sweet potatoes None of these belong in
the Island). Sailed again at ~~12~~ 2 PM Steered out S by E &
SE after the Entrance bay was past 12.55 Steered out 4 Miles
the kept of South which run us of from St Andrews for
2 Miles at 3.30 PM past Bar bay of America Bar then
Run for the Red bay brought the Light House nearly ahead
then Steered for the Black Bay leaving it twice the Steam
Boat ~~Seythe~~ then W by W at 4.15 came to Anchor
at New Germanina the Steam Ship Pioneer is
lying here a number of the Inhabitants of Jacksonville left
there fearfull to stay there after our Gun boats had Captured it
& had left it unprotected they came here for safety

Laying Fernandina May 9th Friday
 pleasant weather weather clear at East discharging
 freight on Board of the Purser at 10 AM all the
 officers & myself suggested to go on shore I went alone
 to Old Fernandina one of half mile visited Miss Clarke
 the Daughter of the former Collector of St. Marks
 she gave some Milk & Cake she was glad to see me
 & another Lady soon came in. I soon left as my time
 was limited to 1 PM I then went & visited our Old pilot
 Spanish who lay prostrate on a bed of sickness
 with the Consumption gave him a Dollar talked to him
 for good & left the back & came on Board of our Ship at
 1:30 PM & weighed anchor at 3 AM & Steamed out over
 the Bar for St. Johns & Cuba to anchor at 4 PM
 4 miles from the Hook bearing 7 fathoms deep
 Steamer in the Harbour



Saturday May 10th 1862 Lying off St Johns Bar
at 9 am the Small Steamer Darlington came out
over the Bar & spoke us & informed us that 2 Steamers
were up to Jacksonville thus the Steamer that was
Captured at the Rail Road Bridge with many men women
& children & bound to Fort Royal with Dispatches
at noon the proper Darlington came down the River
out towards the Bar & came to anchor & set
signals with each other & told us that there was not
water sufficient on the Bar for her to come out
to us. consequently we hoisted our anchor & proceeded
on our way to Mosquito Inlet 84 miles got under
way at 3:30 PM at 7:15 St Augustine L House was 6
miles Distance going 10 miles per hour fine pleasant
weather fresh breeze from the East
at 11 PM came to anchor as we happened near Mosquito
Inlet

Sunday May 11th 1862
this Day begins with fresh winds from N.E. & pleasant
weather at Broad Day Light made the Penguin to
anchor ~~to anchor~~ outside of the Bar & we upon
anchor at 5:30 am & steamed away for her harbor &

Came to Anchor about a quarter of a mile to the
 Boy & Bear the Penguin sent their Boats took their stores
 on Board at 11 am weighed Anchor & sailed for St John's
 at 5.30 past St Augustine 52 Miles Sat 9.30 Came to
 Anchor near St John's Issett Lightairs & pleasant
 Monday 12th 1862

at Day light discovered that we were about 5 Miles
 to the SE of St John's Light Mouse hove up the ^{har} and
 & steamed towards the Bar & came to Anchor about one
 Mile from it in 7 fathoms at 7 am at 9 am after firing a
 Gun & signalling to the Steam Propeller Seneca Tying
 inside she sent out four Boats & took all her stores in
 in them & returned back into the Harbour at 10.30 am
 weighed Anchor & sailed for St Simons & came in over the
 Bar at 4.30 & came to Anchor abreast of J. B. King's
 Plantation which is laying the propeller Mohagan & a
 Schooner over at Gabriel Island taking on Board Rail
 Road Iron from the case made Forts the most formidable
 Battery that has been Erected on the Southern Coast —
 about on shore to Mr King's plantation deserted by himself
 & finally taken all his Negroes into the country, but
 there is now about 150 Contrabands at this plantation

Monday 12 May continued
the Negroes have planted largely of Corn & is now two
feet high & Sweet potatoes up about six inches all these
Contrabands have run away from different plantations
& Masters & have been cruelly treated by their Masters
after Eating as many Black Mulberries as we wanted
returned on Board & we are to sail early in the morning
fine pleasant weather Wind N.E. the reason of our stopping
here was to see the Captain of the Florida
but had left for Port Royal

Tuesday 13 May

Weight Anson ~~Anchor~~ from St Simons at 5 am fine
& went out over the Bar for Port Royal & arrived
there at 4.30 PM & discharged some of our Cargo on
Board the Flag Ship & other Steam Ships this night
A fine Steamer came in from Charleston before the
Planter the Negro Slaves that belong on Board knew
how to work the engine got their families on Board unopposed
& left the Harbour past the Forts & showed the Whistle
as usual & put without being mistreated run out to the
Blockading Squadron & gave themselves up & saved the

Wednesday 14th of May fine pleasant
Day all hands discharging our Ship Sailed at 5 PM
New News from the Charleston Contrabands of the
Navy Yard at Norfolk were blown up the Merrimack destroyed
Hoped evacuated & McChesin Army successful
I cannot get on shore after My Box & have wrote to Adams
Express to forward it to New Bedford at 5 PM a Rain
squall from the South we shall not sail until
Morning at 8 PM wind came out from the NW
five prisoners & a number of Pick Seamen put on
board of us this afternoon at 830 Blowing heavy
& Raining with Lightning

Thursday May 15th
Pleasant weather wind WSW got under way
at 5:30 AM & proceeded out of the South Channel
at 7 AM past the Entrance Bay & Steered N E by
E by the Capt order at Noon no land in sight
& hove to Charleston hauld in at 1 PM
soon discovered sails ahead which proved to be
Steam Boats & Sailing Ships to Anchor at 2:30 PM
Came to Anchor Close on board several Steamers
Fort Sumpter Bearing NW 1/4 N 6 Miles distant

Thursday 15th May continued
Signals were made from the Flag Ship for boats
from the different Steamers & Officers to go on board
of us & get what supplies of stores of all kinds
fresh quarters of Beef brought out from New York
this Blockading Fleet consisting of 10 vessels
3 Side wheel Steamers Janus adger, August
& Bearville 4 Steam Propellers Pocahontas, Flambeau
& 2 others. Ships on board, Gem of the Sea & one more
the Key Stone State Blockading 12 Miles to the North
first in sight the Pocahontas guards the Channel
inside Rattlesnake Shoal & one Steamer keeps
guard all night Steaming Backwards & forwards
inside & outside of the Fleet, the Stone Fleet that was
Lurk on Charleston Bar has nearly disappeared a few
of parts of the Ships are out of water at low tide & to the
N of the blocks there quite a good Channel washed out
12 feet in it 2 large Ships are lying at Charleston.
All the officers of the Pocahontas came on board of
us now glad to see me & pleasant interview together
at 6.30 we up our Anchor & steamed away away for
Northampton steering E by N $3/4$ N (blind) N

homeward Bound do not know until we arrive
 at Hampton Roads whether we are ordered to go to
 Philadelphia or to N. York. at 89.30. we have run
 27 miles then changed our course to N-E by E broken
 sky

Friday 16 May 1862

this Day begins with pleasant weather Wind N-E
 at 9 am E Windy at noon began to Rain wind
 E bad looking weather Sounded this Morning
 & get No Bottom. at 10 Sounded 19 fathoms at 10.30
 in 24 fathoms Raining hard Steamed at 2 PM
 34 fathoms Steaming N-E at 5.30 part a Steamer
 to the N-W of us and South Steaming of
 S at 8 PM Clear N-E by E Raining Midnight
 Stormy

Saturday 17

Changeable weather Rain & Fog then lighted
 up at 6 am Sounded in 60 fathoms No
 bottom Hauled in 1000 spoke a Brig from
 the West Indies bound to Philadelphia -
 & 2 more sail in sight at 10 do at 10.30
 17 fathoms at 10.30 made No. Head at 2.30 PM

Saturday 17 May continued
2.30 PM past the Steamer Forbes on the Beach
& a 3 Mast-ed Schooner we are now steering or have
been steering N.W. by N. by E. now then N.W. by
W. which runs us on to the Land at 3 Stead N by W
1/2 W 4 Miles from the Beach Wind Light from
East & fine Rain Steaming 9 Miles per Hour at
7 do past Cape Henry Light House & Stead up
N.W. by W untill past the Light Boat on the end of 6 blibys
Shoal ^{at 8.15} the best & past the Flag Ship
& several Steamers lying to anchor & came to anchor near
the ship at 8.30. about 1 mile below old point
we have been 50 hours since we left the Blockading
Squadron of Charleston Bar & have Run a Zigzag
Course or passage & quite smooth, at 9 PM weighed anchor
& started for New York at 10 do past out of the Bay
& Steered N E Raising Midnight the same

Sunday 18 All this Day light-
airs & Foggy got wind off from the Land 40 fath-
hauled in N.E. at 8 am Sounded in 20 fathoms
steering N by E going slow about 6 knots to wait
for Fog to lighten up or for Day light to come

Sailed from N. Bedford in Bark Leonidas on
Nov-20th 1861 in company of 15 Sail of Ships Store loaded
bound for Tybee Georgia December 4th Arrive & remained
there untill the 10th Then Sailed out over the Bar 11th arrived
at Port-Royal Where the War Fleet were laying on the
18th left Port-Royal with 15 Sail of the Home Fleet on the
19th at 7 AM arrived at Charleston Bar Sank our Ship
Nearly all of them 20th finish sinking the Remainder of
the Ships & on the 21 Arrived back to Port-Royal
Monday 23 Received My Appointment as Pilot of the
Coast of S Carolina Georgia & Florida & ordered on
Board Store Ship Courier Acting Master Crespy in comd

on the 16th January, I was transfered to the Steamer
 Key Stone State Commander Wm E Leroy 1400 tons
 150 Men 17th Left Port Royal to proceed South to
 Blockade Florida & Georgia arrived there the same
 Evening Blockaded these 2 States untill the 18th of
 March & returned to Port Royal, on 29 March Left
 Port Royal & proceeded to George Town. F.C. Sunday 30
 Arrived & came to Anchor of the Bar remaind here
 untill the 25 April then proceeded back to Port Royal
 & on the 5 Day of May was discharged & paid of as pilot
 & went on Board Massachusetts to take passage
 Home but she had to go South as far as New Smyrna
 Musquetoee Inlet Florida on stopping to call the ports
 to deliver Supplies to the Blockading Squadron & return
 to Port Royal 13th & on the 15th Left Port Royal
 for New York to stop & supply the Blockading Squadron
 there & arrive of the Bar & supply the Fleet with
 provisions & left for Fortrep Monroe on 17 at 9 PM
 arrived there & left at Midnight for New York on the
 19th at Noon arrived home to Anchor at the Navy Yard



Thursday 2.6 Continued

From 10 to 12.30. Had a look at the
Museum at the British Museum. Had a
very pleasant interview with Mr. B. B. Bates
at 6.30. So ends this pleasant day.

Back to Shop at Lagoon Bonnet & then went
to Mrs Laforgue 292 Stanton Street. Arrived there with
Emma & Mrs Laforgue at 2 hours & 60 cents the fare
to Brooklyn & returned on Boat at 5 PM. High
With Sharp Lightning & Thunder

Thursday the 26 March 1883

First part of the day part of the day & then
pleasant wind, NW. Later part of day was worse
at 10 AM Jonathan & I went on the Ferry
Boat to Rossville. At Rossville we went to the
Hotel & Suppered. Then we left Hotel to go to
is intended to go to Elkhart. Part of day was
pleasant. (Before) - I then went down to the
Cannon River to see them but was about 10 miles
from the place. Mr. this the other had gone. Early in
I then went up River then to the water house
turning to the left & going up into the River
Bas. I rode up to Central Park place & back
from there about 3 miles past by the Elkhart River
where was a large number of water. Then
I then a good many more than before. A bridge
which cost a million of dollars by the Park
where there was a great many of lying down trees
a beautiful view & returns back from where

All this Day on March 24th 1863 Cloudy Wind
from E to SE Took on board Boys & SS Sinters went
over to Mr. Y. & up to Mr. Rice & dined at - from his
daughter about 7 weeks past - was married & an immense
quantity of Silver plate of all descriptions were given
to her Besides a beautiful Gold Watch & Chain &
Clock Cost 100 Dollars Jewelry Set in Diamonds
Silver Knaphkin Ring of Silver a large Silver Water
beautiful engraved within large Silver pitcher
I cannot enumerate half what was given to her, at 3
PM left & went down to the Shipyard near the
Navy Works & took a view of the Mammoth Steam Boat
on the stocks about 2 thirds completed She is 404 feet long
fifty feet wide not including her Guards when done
will take the place of the New Yorker some large Ocean
Steamer for the East India Trade in the West her frame
partly up - then to James paid a Short Bill, then to
Mrs Lafarge & Joe Emma left at 6 PM & came across the
River on Board of our Schooner

Wednesday March 25th
from daylight to 1 PM Rainy & blowing
thence from ESE to SE & foggy. wrote a letter
& put it into the Post office for Mr. Rice

Monday 23 March 1863

a fine pleasant Morning Light Wind from S.E. afternoon
S & I went over to my fall-in with Capt. Fuller & Capt. Perry
dine on Board Capt. Fuller's Schooner then took the omnibus
up to Mr. Devoy's See Jane & Mary Jane her daughter
then went to Mr. Laforgue's See Emma later a short
time it being about sunset returned to the Ferry Boat
crossed over to Williamsburg & returned back to our school
Pd before going into Mr. Devoy's House I went into Mr.
Webb's Ship Yard where were 2 Station Grigates one
nearly finished the other in rapid completion they are
360 feet long 50 feet wide a poopoller Ship Rides
about 500 tons pierced on her Gun Deck 36 port holes
on her Upper Deck a number port holes I suppose
will be 50 gun ships - adjoining Yard the Great
Monitor was a building 360 feet long 75 feet beam
a tremendous large power at her Bow & her sides
will be 5 feet thick the first thick part on outer
of her timbers is one foot thick & when built out
to 6 feet thick then finished she will be a monster
When completed at 8 PM appearance of Rain thick
overhead

Friday 20th March Continued

at 3 PM passed Northaven at 5:30 past Black Rock
at 11 as came to anchor a little to the westward
of Skags point at a cold freezing day we have made
our passage from Boston in 35 hours a very
short one but cold severe weather Schooner 19 and 1/2
Deck covered with ice

Saturday 21st Wind N.E. of clear weather ^{am} 8
anchors & sailed up & went through the Hunt gate
against a strong tide & hauled in to the Navy Dock
where our Bays are at 11 am & made fast along
side of the Bay Schooner Tender Capt Smith where
Farther came New York Island the afternoon thick
up for a storm at 7 PM fine Rain in the E & S
I have caught a severe cold in consequence of cold
severe weather.

Sunday 22nd fine pleasant weather light
winds from N.E. went over to N York & to Mr Lafarge at 2 PM
found them well & Emma likewise had arrived from home & boys
previous. She said George had just just got over a fever & his
wife had come down to see if could she be released from him
would give a considerable amount of money

Capt Perry went & Supplied the L House ~~and~~
Returned on board Got under way & ran up the River of
Kenabek as far as Coxes Head & Came to Anchor in
9 fathoms Blowing Heavy from SW went on Shore
at the Fort then walked about half a mile to a farm
House bought Butter & Milk Gave the Keeper Advent
Tracks had a good opportunity to converse upon Religious
Subjects there were not pious people I gave them good
Advice & left them

August 2^o got under way & ran up the River
of Kenabek as far as Coxes Head & Came to Anchor in
9 fathoms

Thursday 28 July

all this Day fine pleasant Supplied Portland Head
Light & the Breakwater

Friday 29 July pleasant-weather all this Day &
Light winds Scraped the Mast & oiled the Decks

Saturday 30 July first part - calm at 10 am light
breeze from NW got under way & beat Down toward
the Light House fog came in ran into Hog Island Roads
& came to anchor at 4 PM it lighted up a little & got
got under way & Run up to Portland & came to anchor

Sunday 31st all this Day fine pleasant-weather
Light Breeze & Calm, went on Shore to the Battery
fore Noon & afternoon

Monday August 1st 1859

Foggy untill 7 am Lighted up beat Down House
Island came on Foggy came to anchor in 7 fathoms
at 9 am, at 11 cleared of fresh Breeze from SW
got under way & sailed out through White Head Channel
At 2 PM came to anchor inside of Pond Point

Remarks on Board Tuesday July 26 1859
Light airs Calm & Hazy Capt Perry with the Large
Boat went & supplied Goat Island L House about 4
Miles Dist returned at 11 AM at 3 PM a Light Wind
sprang up got under way & Beat up by the point it soon
came on to Blow & Rain from SE attended with lightning
& Thunder the weather looked wild & when a breast of
Goat Island L House spread away & ran into the Harbour &
Refused to get there the Remainder of the Day Blowing heavy
& Raining here that Channel is so narrow we are obliged to
Move Ship

Remarks on board 27

at 4.30 unmoored Ship hove up our Anchor
& sailed out of Cape Porpoise Harbour at 7 AM hove
two of Wood Island Capt went on Shore & supplied it
Blowing heavy from W returned on board at 9 as I filed
away for Cape Elizabeth at 10.30 arrived & came to anchor
at the Mouth of the Cove the A L House bearing WSW
& the N point of the Wh. N. N. & in 9 fathoms at 2 PM Capt
Returned on board after supplying the Light got under way
for Portland & arrived there at 4.30 PM & came to anchor
inside of the Breakwater

Lying in the Harbour of Portsmouth

Remarks on Board Sunday 24th July 1839
fine pleasant weather All this Day went on shore
to Meeting fore Noon & Afternoon

Remarks on board Monday 25th
first part of the Day calm & clear weather
at 8 am Light Breeze from the westward got
under way from New Castle to Supply Kenebunk
at 3 PM in sight of the Light on the Breakwater arrived
at 6 PM & came to Anchor L House bearing NW by N
3/4 of a mile Dist in 6 fath Sandy Bottom & the East
Boys on the fishing Rocks bearing South went on to the
Break water where the L House stands & found
that the Light had been discontinued concluded to try
here all night this is an open Rowdstea Exposed to SE
& South winds this is only a place of Refuge in case of
thick of weather & you only can get into it at high water
Drawing 10 ft 3 feet on the Bar at low Water run ast
on board the Break Water leaving it in Harbour in
you are then safe from all winds & make fast to the
first wharf above the Break Water

the Supplies in the Long Boat went & Supplied the
Lights & returned on board at Noon left 101 Gall Oil
5th order Lens

At 1 PM hove up Made Sail for Portsmouth & arrived
at 4 AM came to anchor inside of the Fort at New
Castle went & Supplied Portsmouth Light left 94 egs
Oil 4th order Lens consumes in Year 91 egs
this Tower ~~Tower~~ has ^{been} cut Down about 20 feet a new
Dome & Lantern Deck put on & some finished for the
Keeper to sleep in. the Day ends in heavy winds
from NW

Remains on Board Gutthor July 21st Thursday
all this Day fine pleasant weather Left Portsmouth
& went & Supplied Boon Island L House then returned
back & Supplied White Island L House & arrived back
to Portsmouth at 5 PM

Friday 22^d first part pleasant.

at 5 PM Sually attended with Lightning & Thunder
Capt. Perry went & Supplied Whales Back L House

Saturday 23 July

Blowing very heavy from NW & clear weather

Remarks on board Gethse Good Friday July 19th 1859
Sailed early this morning from Cape Ann for Thatcher's
Island Light & arrived there at 8.30 am came to anchor
in 16 fathoms abreast of Boat ways & while from there
went on shore & delivered 1066 Gallons of Oil with 70
Gallons on hand Capt went with Small Boat to
Strait's Mouth L House & supplied it we finished at Noon
& sailed for Annisquam Light took the Capt on
to the Westward of Strait's Light at 3 PM arrived at
the Bar of Annisquam, Capt Perry with the Large
Boat & Supplies went & supplied Ipswich Light while I
supplied Wigwag Point L House with 75 Gallons
of Oil & (Oven of Lens) Capt returned in Long Boat at 5.30
PM that Light is the 4th oven lens ~~and have been~~
supplied 4 Light Houses to Day have nothing to do with
Repairs of Lightening Apparatus what a Contrast from
the old Contract when we had to improve every moment
of Time with hard Labour

Remarks on board Wednesday 20th July
Commenced with foggy weather at 6 am got under way for
to supply Plum Island Light House & arrived off the
bar & came to anchor at 9 am Capt Perry with the

of Gloucester & came to anchor at the N end of 10 pound
Island for 5 fathoms high water & Sticky Bottom

Sunday July 17th 1859
warm & pleasant untill 5 PM when a change of weather
took place from heat to Thunder & Lightning & Rain
Went on Shore Capt. Perry, Jonathan & myself in the fore
noon to the Congregationalist Church, in the afternoon
only myself attended & went to the Methodist heard a
Discourse upon the Prodigal Son Returned on board
with nothing I have heard to keep a Hungary Man
from Starving

Monday 18 July fine pleasant weather went early
this morning & supplied Ten pound Light Left
87 Gall of Oil 6th Order Lens
Then Sailed with our boats & supplied
Eastern Point Light House with 180 Gallons of Oil 4th order
of Lens burning 2 Wickes returned on board at 9 am
All of us through the Remainder of the Day went on
Shore & bought fishing gear for fishing latter part Foggy

Cove went on Shore & up to the L. House
Got acquainted with the Keeper Mr Clifford &
Family found them Pious people had a pleasant short
interview with them had experienced Religion the winter
past at 5 PM weighed anchor & beat up to Holmes Hole
at 8 and to anchor for the night

Friday July 15

got under way at 6 am wind to N E M E & beat
up to Edgoston & came to anchor. at 9 am Capt Fuller
Left in Light House Schooner with her oil for Beaford
I went on Shore at 5 o'clock & see only one person that
I knew & that was a professor belonging to Coxs Church
by the name of C. B. Marchant he informed me of the low
state of the Churches here

Saturday July 16

got under way ~~for~~ at 6 am Wind S E & Cloudy
at 7 past Crook Rip Light Boat at 9 so past the Bay of S
end of Handkerchief & Stead E N E for the Light Boat of
Pollock Rip crossed the Stone Horse one mile to the Southward
of the Boys in 24 fathoms at 10 past L Boat of Pol Rip
at 4 PM past High Land Light pleasant weather
at 10 so made Bakers Island & Thatcher's Id. Lights
soon see Eastern point Light at 12 Entered the Harbour

My Journal Mate of the U.S. Supplying
Schooner Guthrie Jabez W. Perry Master
Joseph Howland Mate
Frederick W. Mc Cleave 2^d Mate
John S. Vincent Cook
Leander B. Shaw Seaman

John H. Cook " do
Ephriam Hicks " do
Francis Jenney " do
Lorenzo Proser " do
William Underess " do

Ship on Board July 13th 1859
with all of our Light House Supplies on board
for our Eastern Cruise to commence Supplying
Light House at 10 pound Pt Cape Ann. Oh how
Good the Lord is in Opening a way that I never
Expected for the Support of Myself & Sibley Family
praised be his Blessed Name

Thursday July 14th

Set Sail from N Bedford at 8 AM wind
N E to E by E at 11 do went through Craker
hole at 1.30 PM came to anchor in Turpentine

The morning 18 March 1863 first part of the
winds at Dr's bridge high water at 10.20
at 9.40 wind down river down River from
a long distance out of sight up & made sail up
short distance let go our line down River to the
head of a bridge at 11 am no more
of the latter part blowing heavy from West

Thursday 19 March High winds from West & cold
at high water made sail from the water the head of South
of of a narrow channel passage had no fear for our
safety getting outside he & 4 of his crew in attempting to
to leave us in his row Boat the pilot full of water let her
go & we came to anchor made our boat went a touch from
in the row into south water & anchored & left her & crew
from on board at 11.30 am weighed anchor & sailed for
Minto ledge at noon at 4 PM passed River for the
fine pleasant wind & 10 by 7 knot breeze — at 9.40
Pollock's Rip & Boat at 12 passed Crook's Rip & Boat at 4 past
Lige's Boat blowing heavy at 11

Friday 20 March Cold weather from West
at 4.20 past saw Pigeon's Boat at 7 past Pt. Fort
at 9.40 past watch Hill & came through Fish Island Sound
at noon past Sea Brook light Boat Black Bay
water also variable & going & appearance of a
change of wind of weather a rain arising in it
the morning since midnight a cold severe time
a large quantity of snow on deck forward

Monday 9 from Midnight untill 6 Am Light Snow
of Light Breeze from N. then began to clear of wind back
and to S.W. Took on Board 5 first Class Boys —

Tuesday 10 March 63 Cold Wind NW to W & back to N
left Navy Yard & came over to Boston early this morning & took
on Board a Number of Children for Boys the evening appear-
ance of a storm —

Wednesday 11th from Midnight untill 9 Am a thick
Snow Storm then cleared of Warm Snow melted fast
Went up to Alberts at 2 Pm started & took with his family
& tarried untill 7 Pm in the mean time Wm. Hammons
Wife came in She is the head Nurse in the General
Hospital 10 Dollars for Month & found her daughter is expected
to have George Ellis who is an interesting young man
Albert enjoys poor Health —

Thursday 12 All this Day fresh winds from NW &
Cold & Clear at 2 Pm left Boston for Cohasset to take
on Board Buoy Binkens Sails then under Foresail & set
S after getting in to the Harbour & turning around a sharp
Point ~~of the~~ then turned point to avoid a flat ground run
on to a Lion drifted of the channel very narrow before
we were buff out of the bend ran a ground in Larwood
side & stop it being High Water could not get of
this Harbour run nearly Day at 8 Pm heeled
down on her Side High Water in the morning
at 6 am took a pilot from the Day Schooner Wave
one Jenkins her Mate

Left New Bedford in Light House Sloop
Schooner Pharus Capt Jonathan Hawley Jan Com.
March 5th 1863 on Thursday at 11 Am light abate
& calm water 4 Pm when a breeze sprang up from
SSW & at 9.30 we went through Quicker's Hole at
12 Midnight past Cape Cod at 1 Pm from
SSW

Friday 6th Blowing heavy from
SSW at 5.30 Am past Cape Cod Light at 7 we took
a single reef in the mainsail past a number
Sail bauld to Boston & a number in sight ahead
of us at 10 Am began to snow at 11 past the
Light House on Mincks Ledge at noon past
Boston Light House & head past at the bejels
but 2 at 1.15 Pm arrived at the Navy Yard Boston 15 Hours
from Quicker's Hole & hauled along the Wharf.

~~pleasant~~ Sat 7th March first part of this Day
pleasant wind from the North Middle part sky over
cast appearance of a storm wind at 2 Pm began
to snow wind ESE at 6 Pm blowing fresh Captain gone
to New Bedford

Sunday 8 a Snow Stormy Day blowing heavy from
WSE to E -

What is the Soul, the following Definition
 of a Soul is given by Henry Wood Beecher
 it is formless shadowless no Eye beholds it: no hand
 handles it no penicils may draw its lineaments
 how can a better description could be given of nothing
 than Beecher has given of the Human Soul —
 if Mr Beecher believes that the Soul to be something let
 that be try again.

Justice & judgement are the Habitation of thy
 Throne Mercy & Truth goes before thy Face 89 Ps

1620-3

1800

1800

1800

1800

